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January 2025
Issue 170

AIRFIX® Model World

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ALL-NEW

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8.8cm FLAK & 9T VOMAG

FIRST LOOK

D-DAY PONY

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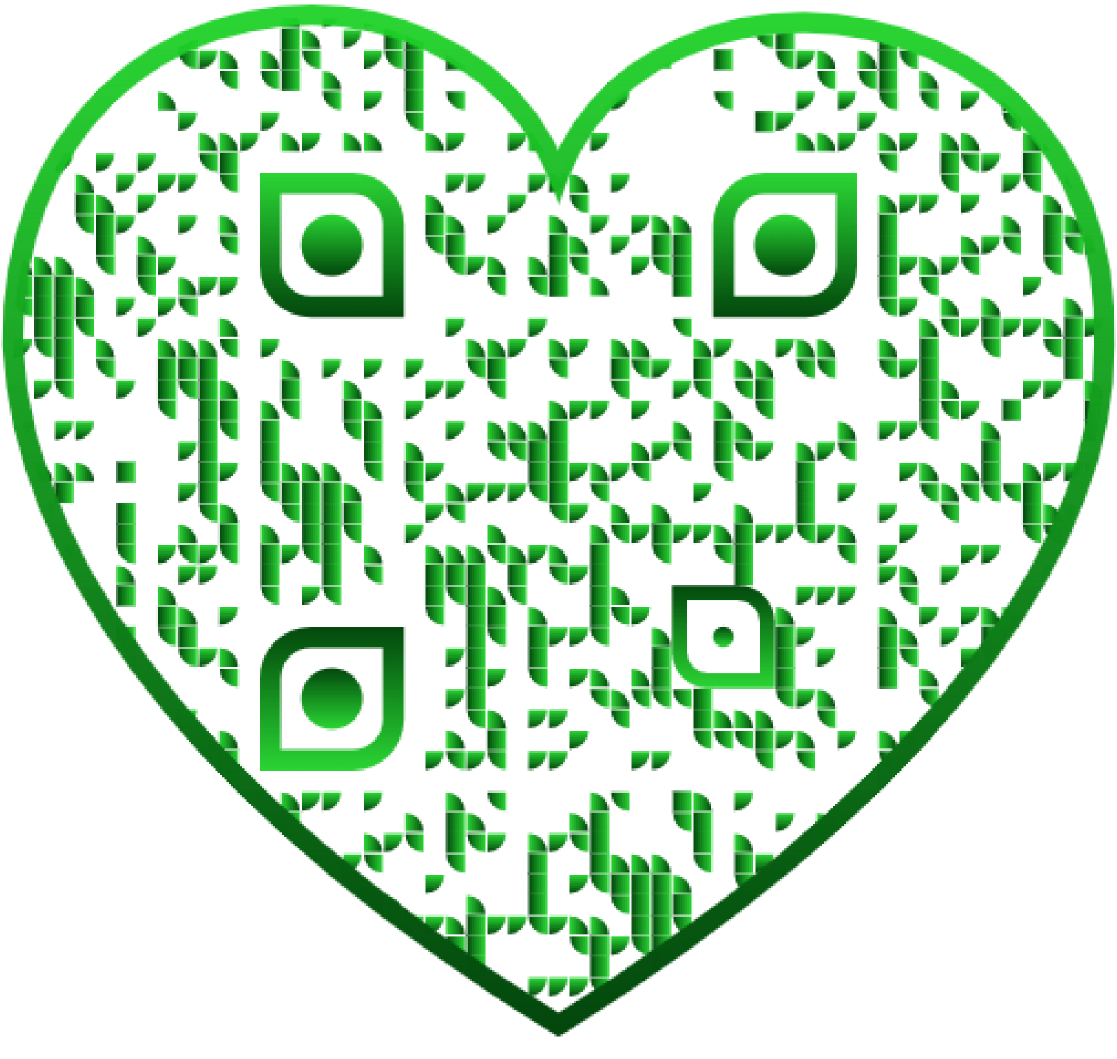

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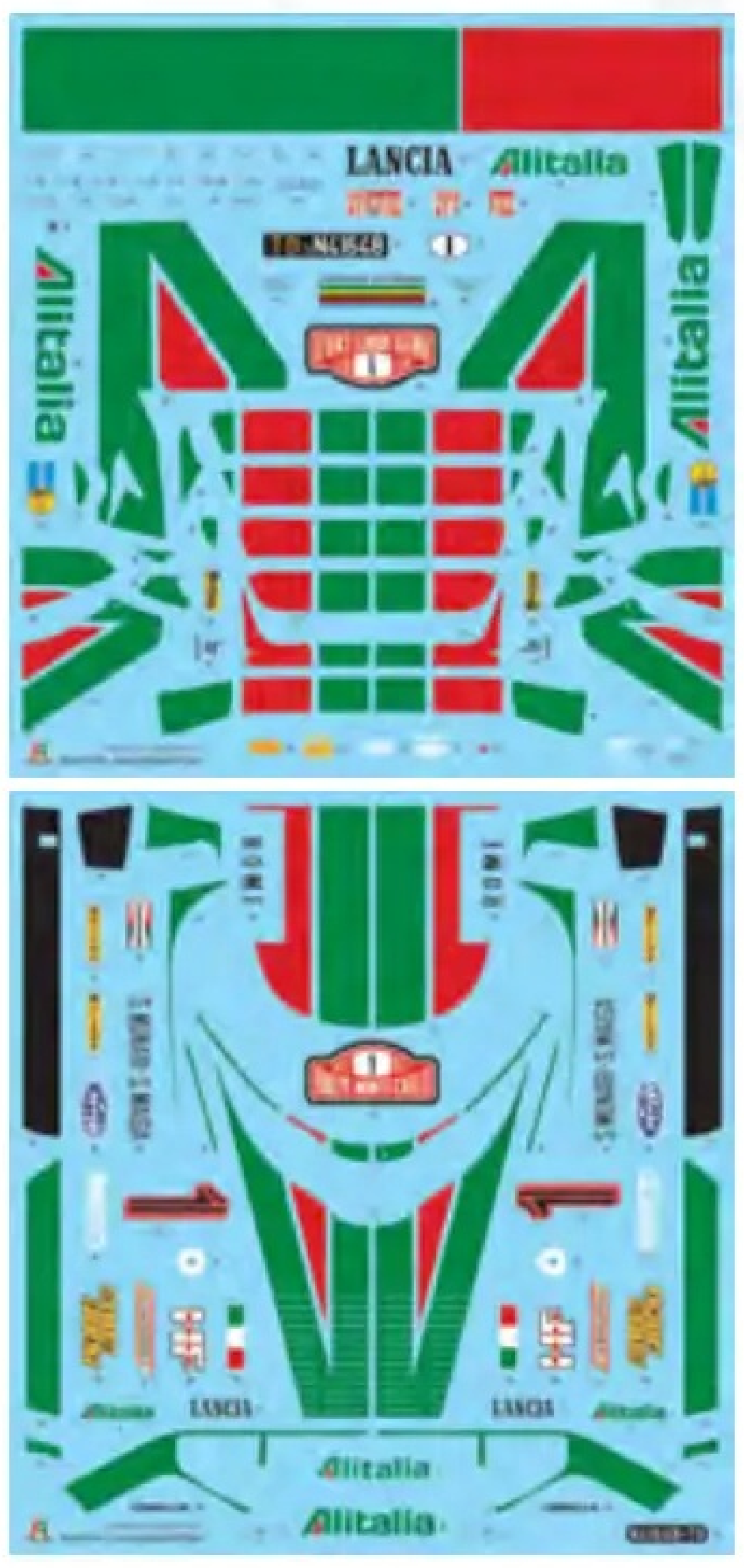

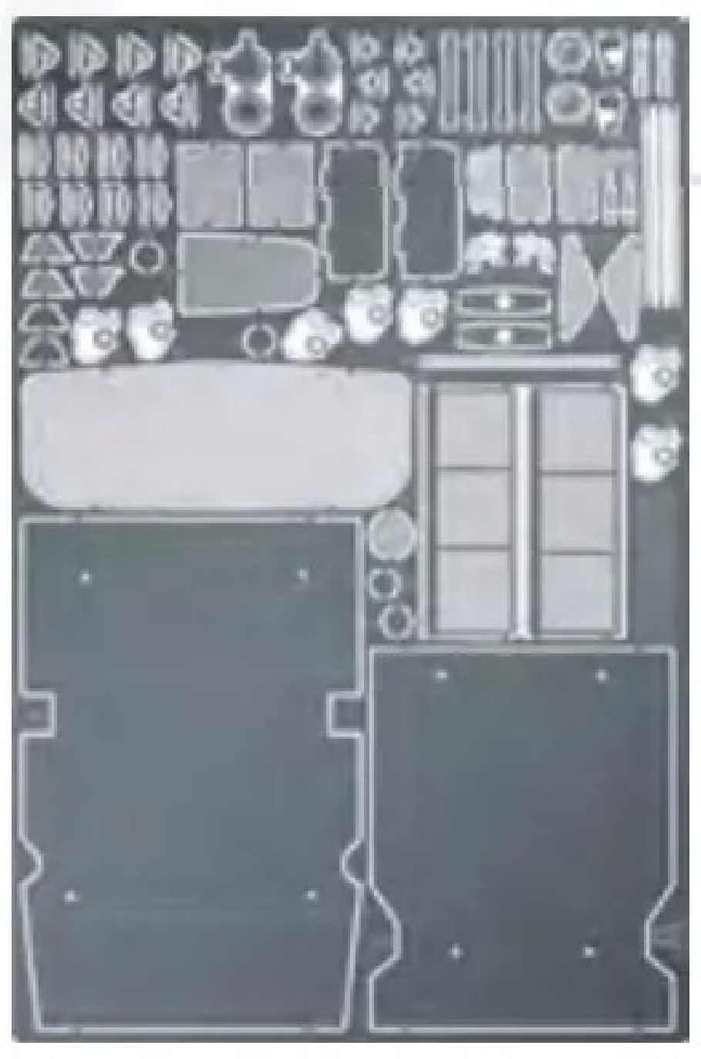

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FIRST LOOK
D-DAY PONY
ALL NEW
A BUS AT WAR

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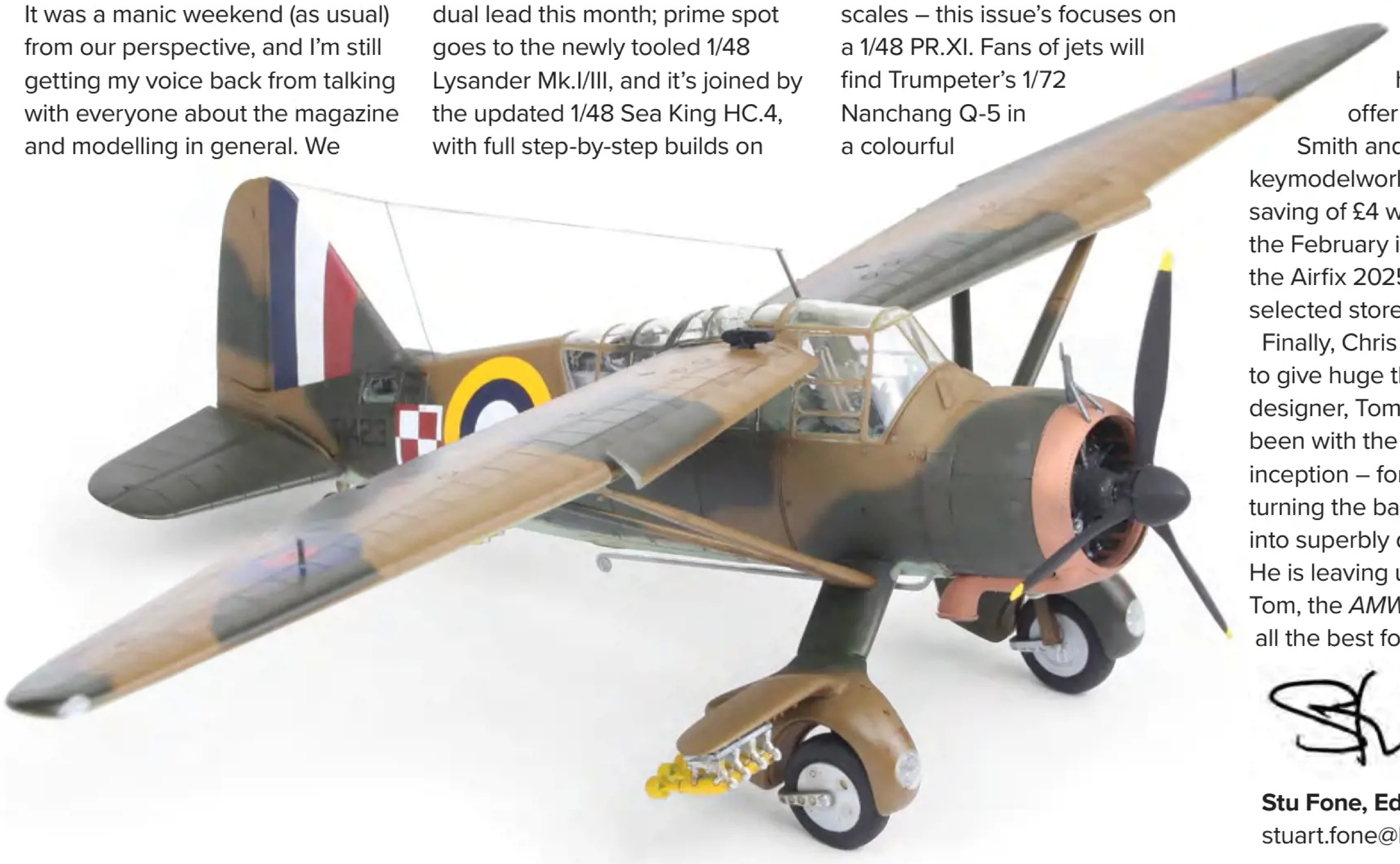
WELCOME TO ISSUE 170

This year seems to have been full of surprises. The theme has continued with announcements from both Airfix and Revell on the day prior to Scale ModelWorld – all covered in our news pages or via two exclusive builds in this issue. It was a manic weekend (as usual) from our perspective, and I'm still getting my voice back from talking with everyone about the magazine and modelling in general. We will be providing our free show report via www.keymodelworld.com this year, as we realised that we had far too much to fit into the magazine, and this will be split over several articles to provide as much coverage as possible.

As you might expect, we have a dual lead this month; prime spot goes to the newly tooled 1/48 Lysander Mk.I/III, and it's joined by the updated 1/48 Sea King HC.4, with full step-by-step builds on each. Indeed, there's another new-tool extravaganza; we're delighted to include Eduard's gorgeous 1/48 P-51B/C Mustang and the Das Werk 1/35 8.8cm Flak auf 9t VOMAG. These are joined by the first of several Spitfire conversions in various scales – this issue's focuses on a 1/48 PR.XI. Fans of jets will find Trumpeter's 1/72 Nanchang Q-5 in a colourful scheme, while there's Italeri's 1/24 Lancia LC2 for those of you who prefer motorsport subjects.

A heads-up for you: February 2025's on-sale date has been moved to January 16, so we can bring you exclusive reports on Airfix's annual release announcement. Plus we will have a bundle offer in Tesco, WH Smith and online (via shop.keymodelworld.com), offering a saving of £4 when you purchase the February issue together with the Airfix 2025 catalogue at selected stores.

Finally, Chris and I would like to give huge thanks to *AMW*'s designer, Tom Bagley – who has been with the magazine since its inception – for all his efforts in turning the basic text and photos into superbly designed articles. He is leaving us for pastures new; Tom, the *AMW* team wishes you all the best for the future.



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The average sale for the period Jan – Dec 2022 was **16,298** print and digital copies monthly.

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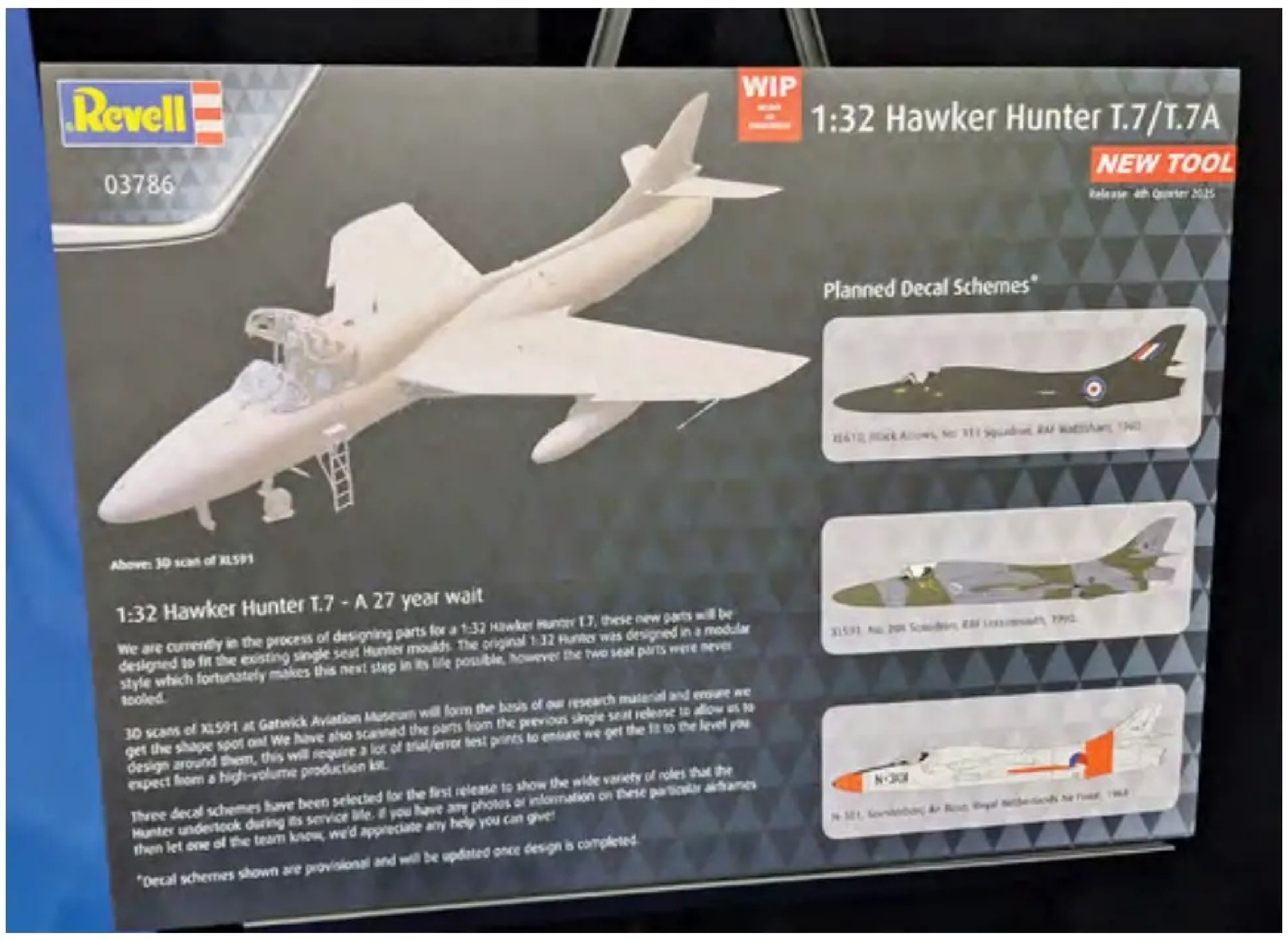
TRADE NEWS FROM SCALE MODELWORLD 2024



1:32 Hawker Hunter T.7 - A 27 year wait

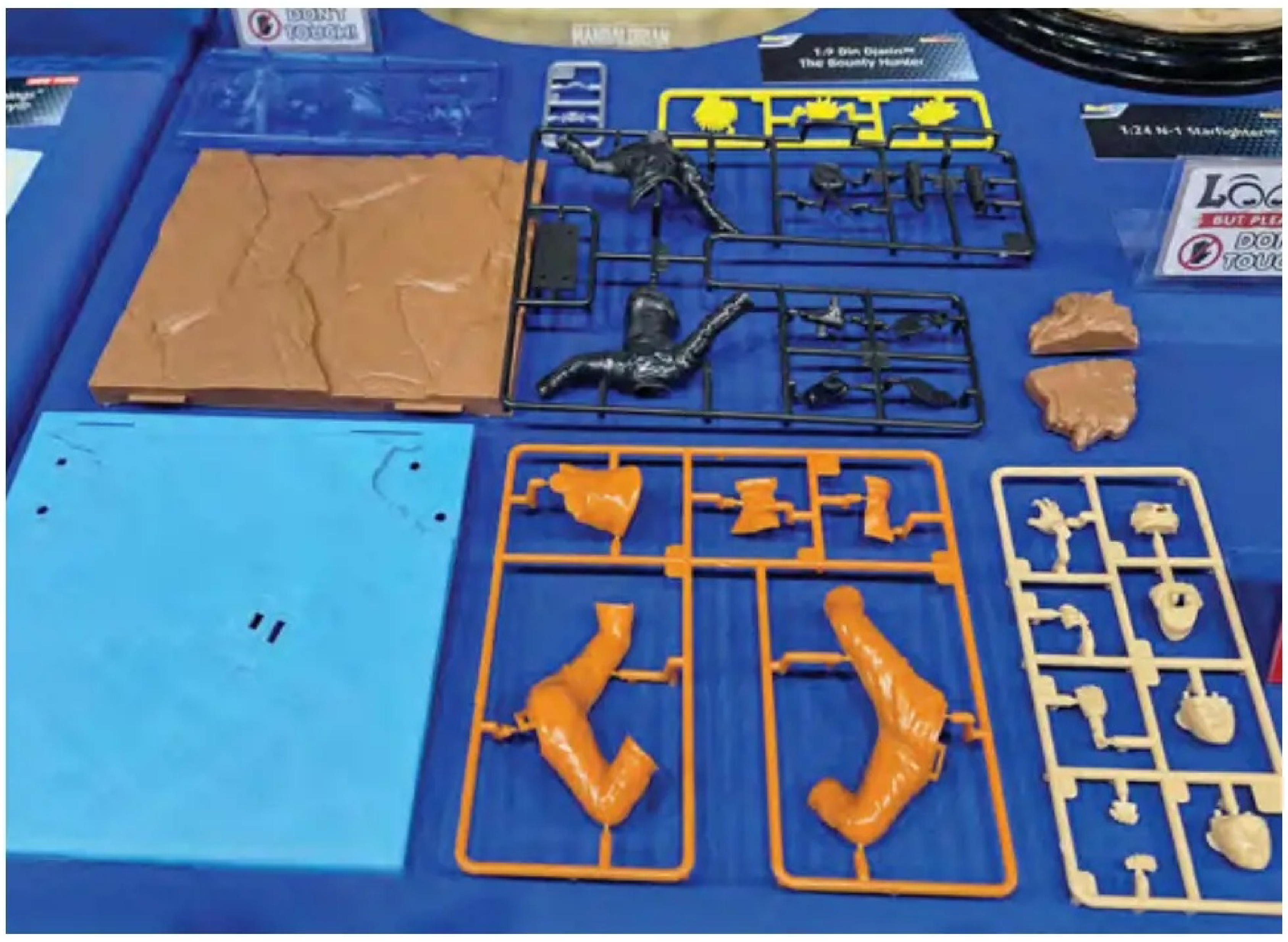
We are currently in the process of designing parts for a 1:32 Hawker Hunter T.7, these new parts will be designed to fit the existing single seat Hunter moulds. The original 1:32 Hunter was designed in a modular style which fortunately makes this next step in its life possible, however the two seat parts were never tooled.

3D scans of XL591 at Gatwick Aviation Museum will form the basis of our research material and ensure we get the shape spot on! We have also scanned the parts from the previous single seat release to allow us to design around them, this will require a lot of trial/error test prints to ensure we get the fit to the level you expect from a high-volume production kit.

Three decal schemes have been selected for the first release to show the wide variety of roles that the Hunter undertook during its service life. If you have any photos or information on these particular airframes then let one of the team know, we'd appreciate any help you can give!

*Decal schemes shown are provisional and will be updated once design is completed.

▲ Hunter fans will certainly welcome Revell's announcement that it intends to rework its 1/32 F.6/FGA.9 tooling to provide a T.7 kit.

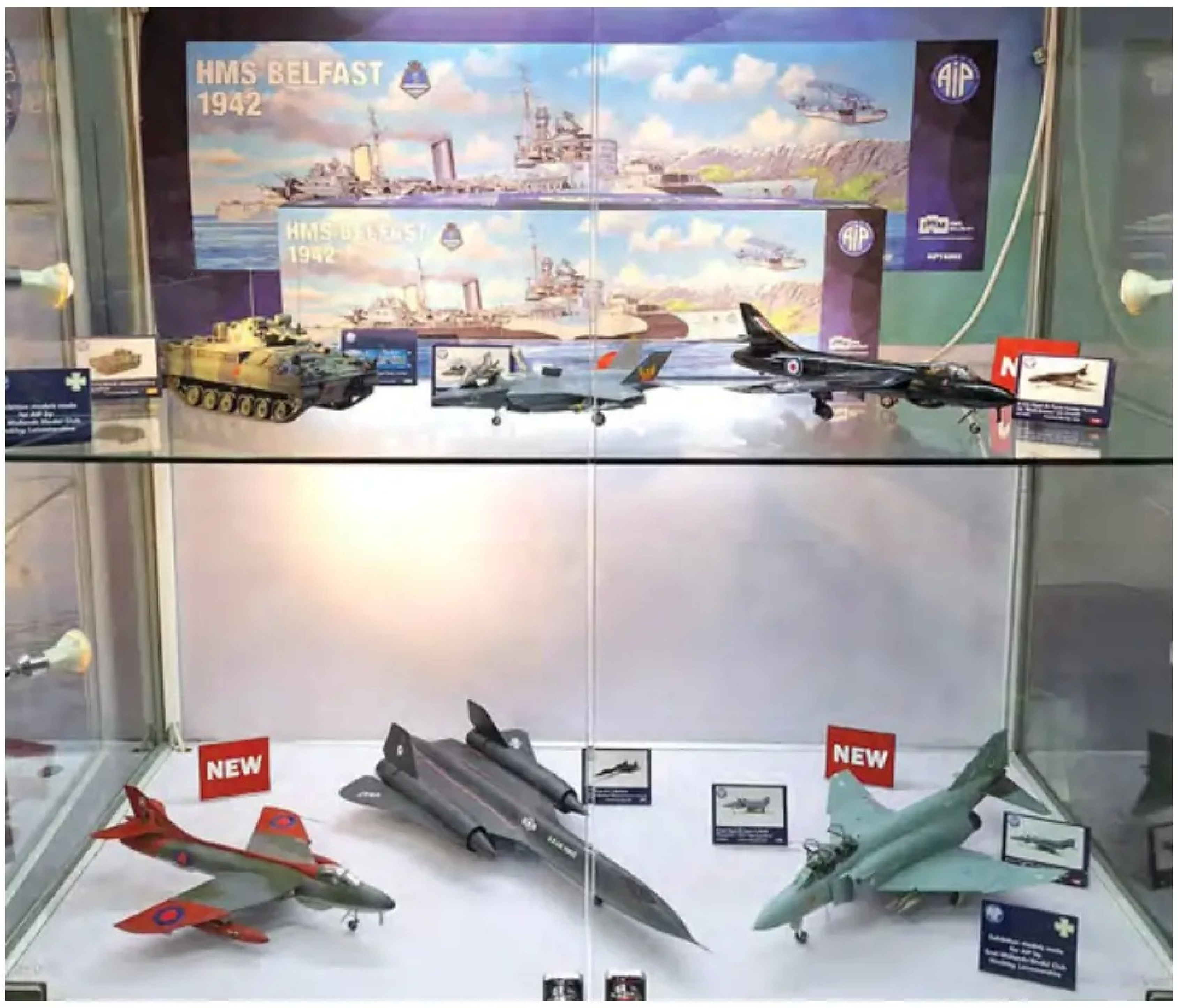


▲ A fresh – and surprising – subject due from Revell next year is a styrene *Naruto* figure kit as featured in the Japanese manga and anime series.

EXCITING RELEASES from the trade always add a certain frisson to the proceedings at Telford's Scale Model World and it seems we have some interesting kits on the way.

Having announced its new-tool 1/48 Westland Lysander Mk.I/III and same-scale Sea King HC.4 the day before Scale ModelWorld, built examples of both on the company's display attracted much attention. Meanwhile, Revell exhibited visuals of its future 1/32 Hawker Hunter T.7, which is based on its existing F.6/FGA.9 tooling. Also highlighted was the forthcoming 1/32 Meteor F.8/FR.9, while fans of Netflix smash *Stranger Things* can expect kits of vehicles used in the show: a Chevrolet K5 Blazer, VW T3 Bus and Chevrolet Camaro Z-28.

Bachmann surprised many visitors with the news that its brand Adventures in Plastic (AiP) has branched out from solely offering *Thunderbirds* kits and is now providing reissues/reworkings of other models. Interestingly, Academy's 1/48 Hawker Hunter F.6 and FGA.9 are returning under the AiP label with new cockpit parts, as those in the original boxings were under-scaled. Also pending is Academy's 1/48 F-4J Phantom II transformed into an RAF F-4J(UK), while Academy's 1/72 SR-71A Blackbird and F-35 Lightning II will appear in AiP boxes with fresh markings. Trumpeter's 1/35 HMS *Belfast* is another forthcoming AiP release. Also coming from Trumpeter are two 1/35 kits replicating members of the Challenger I tank family, plus a 1/48 Fairy Barracuda. If you enjoy modelling cinematic subjects, you may welcome Trumpeter's licenced production of Hollywood's *Transformers* in scale kit form, with Bumblebee and Optimus Prime among them.

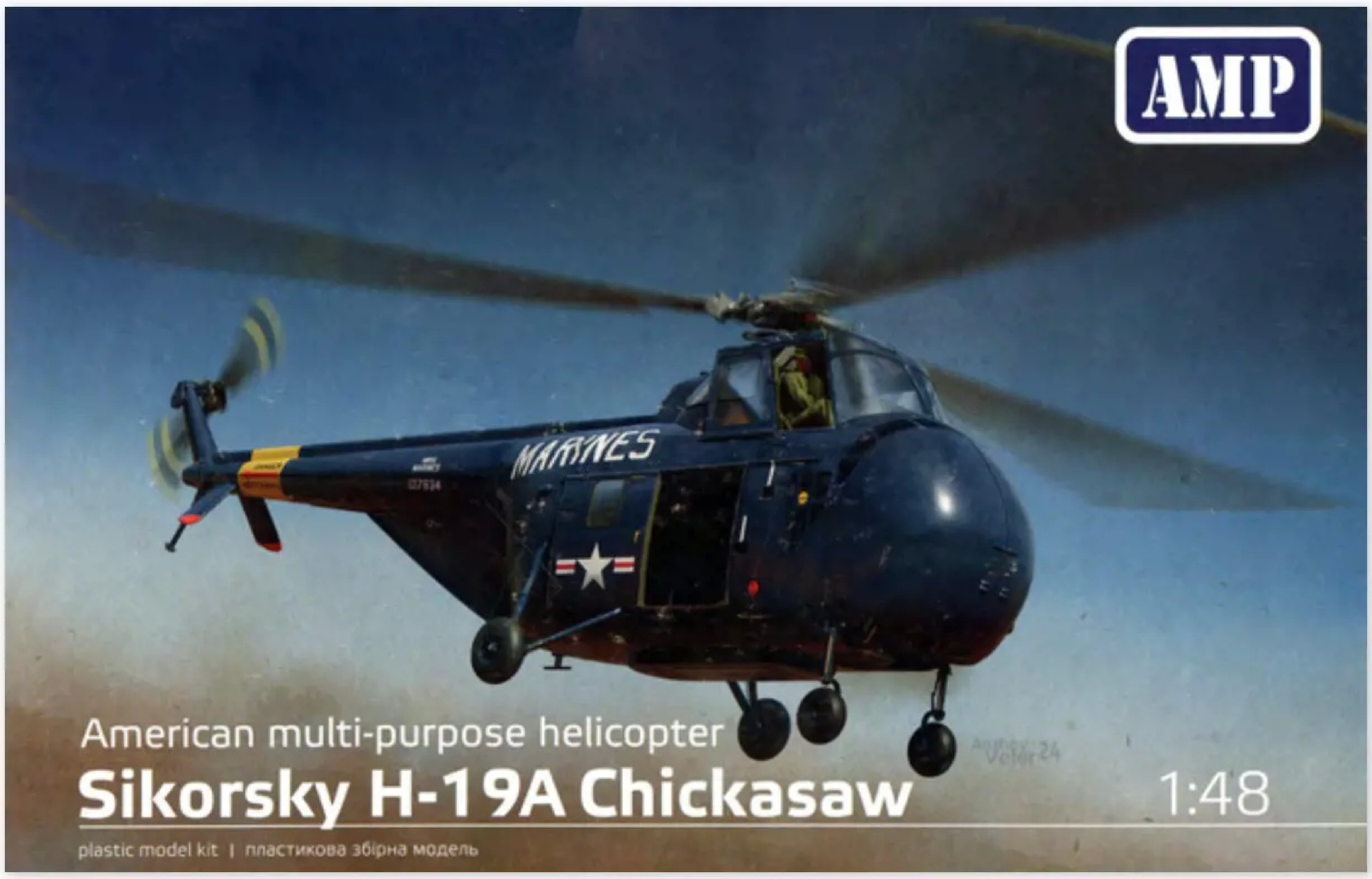


▲ Sub-brand of Bachman, Adventures in Plastic, is to reach beyond *Thunderbirds* in subject matter, offering various existing aircraft/military kits with new markings. Among them are Academy's 1/72 SR-71A and F-35 Lightning II, plus the 1/48 F-4J Phantom II as an F-4J(UK) and same-scale Hunters with re-scaled cockpits.

TRANSFORMERS
TRANSFORMERS
TRANSFORMERS
BUMBLEBEE
BUMBLEBEE

▶ For modellers inspired by science fiction, Trumpeter's all-new *Transformers* kits are an exciting proposition.

AMP'S NEW-TOOL 1/48 SIKORSKY H-19A

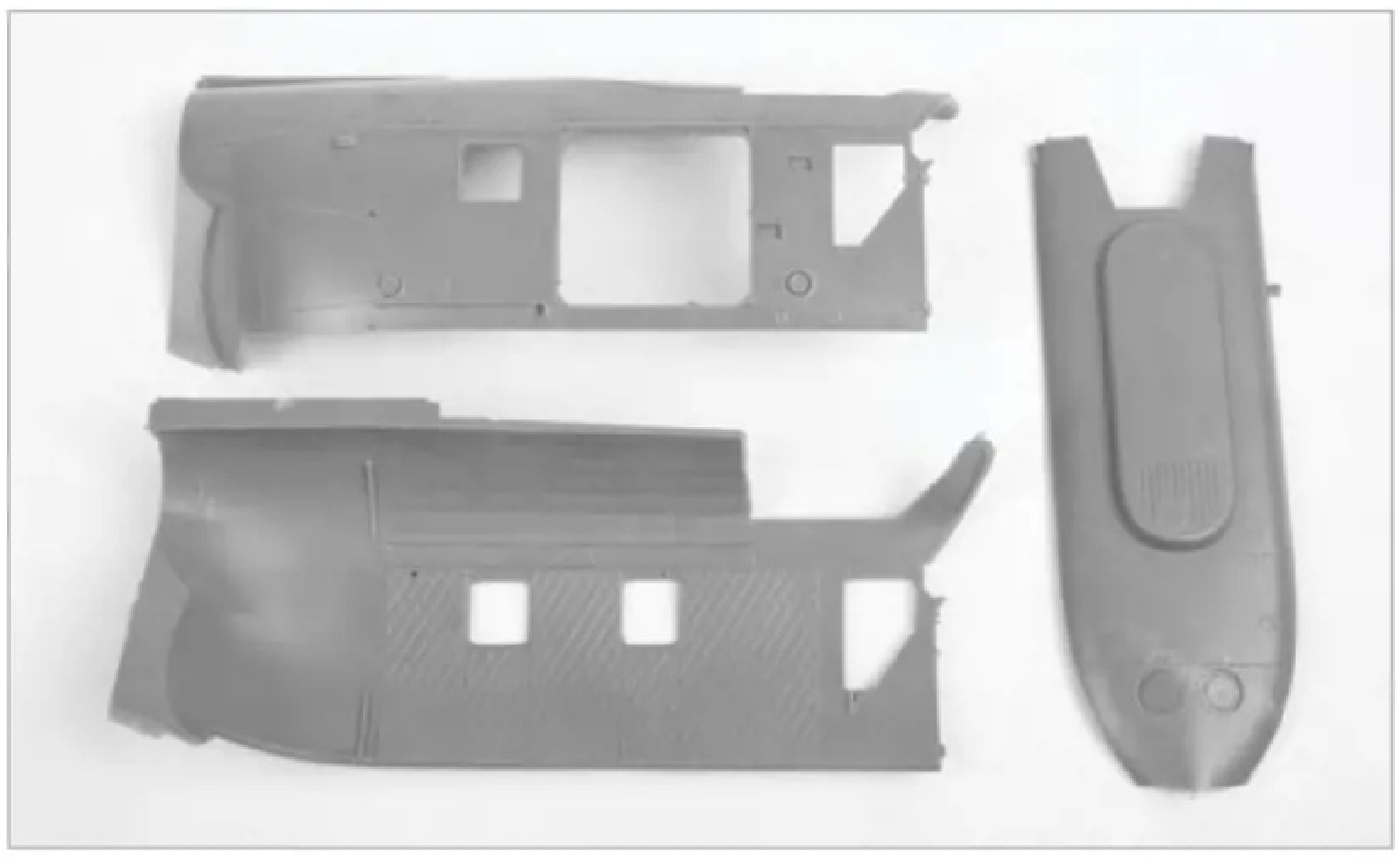

AMP
MARINES
American multi-purpose helicopter
Sikorsky H-19A Chickasaw
1:48
plastic model kit | пластикова збірна модель

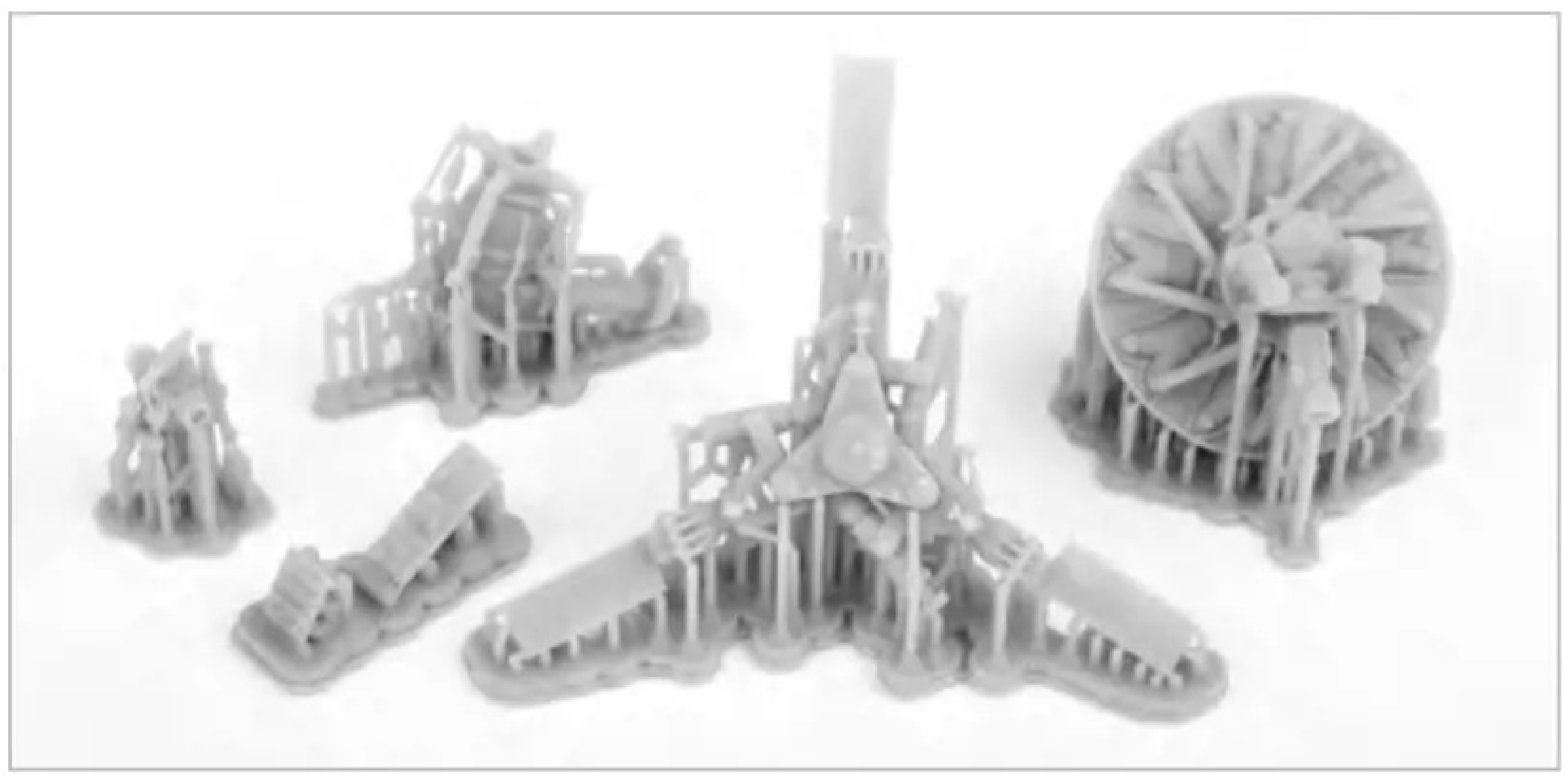
POSSIBLY ONE of the most characterful rotary wing types, Sikorsky's H-19A Chickasaw was employed worldwide. From a modellers' perspective, though, kits are few and far between; Italeri's soon-to-be-re-released offering is the 'go-to' for 1/72, but now there's an all-new 1/48 offering from AMP.

Its H-19A Chickasaw (48022) is brimming with detail. Both the cockpit and main cabin are replete with well-rendered features, including separate cyclic and collectives and, while most parts are styrene, there are also exquisite 3D-printed resin items. These are the intricately detailed main and tail rotor hubs, gearbox, cockpit centre consoles and radial engine. Photo-etched (PE) metal details are also provided, in the form of control levers, mesh grilles, grab-handles and antennas. The passenger cabin is just as busy – offering a full array of seats.

Externally, there is panel-line engraving on the fuselage but these lack consistency towards the top of the airframe. A delightful addition, though, is the ability to display the engine via clamshell nose panels. Extra authenticity is assured via the extensive nose panel PE grilles; others are supplied for the rear of the engine cowling and nose-door pieces. The radial engine is sublime, and it would be a shame not to display it, with its full valve push-rod tube array and gearing, plus exhaust tubing. Finer exterior details include well-moulded wheel struts, tail fins and the tail-skid, plus a rescue winch.

AMP's glazed parts are good in general, but one of the windows on our sample was blemished; the mask set will ease painting requirements though. Markings for three attractive airframes are supplied and the decals are thin and glossy, with a US Marine Corps airframe, two Japanese Ground Self-Defense Force machines and a Dutch Navy helicopter featured. If you're a rotary-wing fan and favour 1/48 scale, this kit offers a wealth of detail and fills a large gap in the market. AMP's H-19A Chickasaw costs £57.60 via Hannants (www.hannants.co.uk) in the UK.





Revell
LEVEL 3
03791 BAe 146-200 "AirUK", 1:144
LEVEL 4
03805, Westland Lynx Mk.88, 1:72
LEVEL 4
07729, '70 Shelby® GT500™, 1:25
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05242, KFK (Kriegsfischkutter), 1:144
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TOP NOTCH'S NEW PRO II AIRBRUSH

ALTHOUGH BETTER known for it's excellent range of pre-cut, self-adhesive insignia and camouflage masks, UK firm Top Notch has now expanded its product line to include airbrushes.

Two are currently available: the pistol-grip PRO I and the double-action PRO II, the latter being featured here. The PRO II (TNM-P002) has been designed to Top Notch's requirements, being manufactured in Taiwan, and is a gravity-fed, double-action airbrush. Unlike other brands, it has a discernible heft when held and sits comfortably in the hand. There's a needle traverse limiter at the rear, which has a knurled knob for ease of use and the trigger action is smooth. As supplied, it has a 2ml paint cup, although a larger 7ml version is included – these have a standard screw-type attachments, making for easy changing.

Another option is that of a standard or crown-type nozzle cap, the latter being best suited for close-in work. Modellers preferring different needles can purchase either a .2mm or .5mm (complete with nozzle) separately for £38 each, while spare needles are available for £10 each. Two styles of hose connector are included: a 1/8BSP (British Standard Pipe) screw thread and a male quick-disconnect adapter. A note about the box, this is 3D-printed and has no packaging, making it a more environmentally friendly solution. The PRO II is available direct from https://topnotchmasks.com for £118.

IWATA'S ECLIPSE CS AVAILABLE FROM THE AIRBRUSH COMPANY

IF YOU'RE looking for a good middle-of-the-range airbrush that offers the flexibility of fine work through to area coverage, then Iwata's Eclipse CS is ideal.

As with many of this company's products, the CS is a double-action, gravity-fed airbrush and comes with a fixed 7ml cup, which can also be used for mixing small quantities of paint for spraying. For those unfamiliar with Iwata products, the Eclipse range provides general purpose airbrushes that are capable of fine, almost pencil-thin lines, through to wide (approximately 50mm) spraying, but are arguably better suited for the latter. As with all airbrushes, the more you use and practice with it, the greater the utility and proficiency you will gain. It uses the firm's E3 head system, which has a compression-fit nozzle and comprises a .35mm needle, nozzle and cap.

There's a good, weighty feel to the airbrush when held and the trigger control is smooth. The handle rear is of the cutaway type, allowing access to the needle locking nut – note, there is no limiter fitting, meaning trigger control will be the sole determiner of paint flow. A standard 1/8BSP screw-thread connector is fitted (quick-disconnect airbrush and hose adapters are available separately) and, for those wanting a different needle size, the firm's E5 head system, comprising a .5mm needle, nozzle and cap (IWS-6171, 6041 and 6021 respectively) is compatible with this airbrush. The Iwata Eclipse CS is priced £205 and is available from The Airbrush Company at https://airbrushes.com

ANEST IWATA

X-PLUS RELEASES BLUE & BETA FROM *JURASSIC WORLD: DOMINION*

JURASSIC WORLD
DOMINION
1/8 SCALE
BLUE&BETA
PLASTIC MODEL KIT

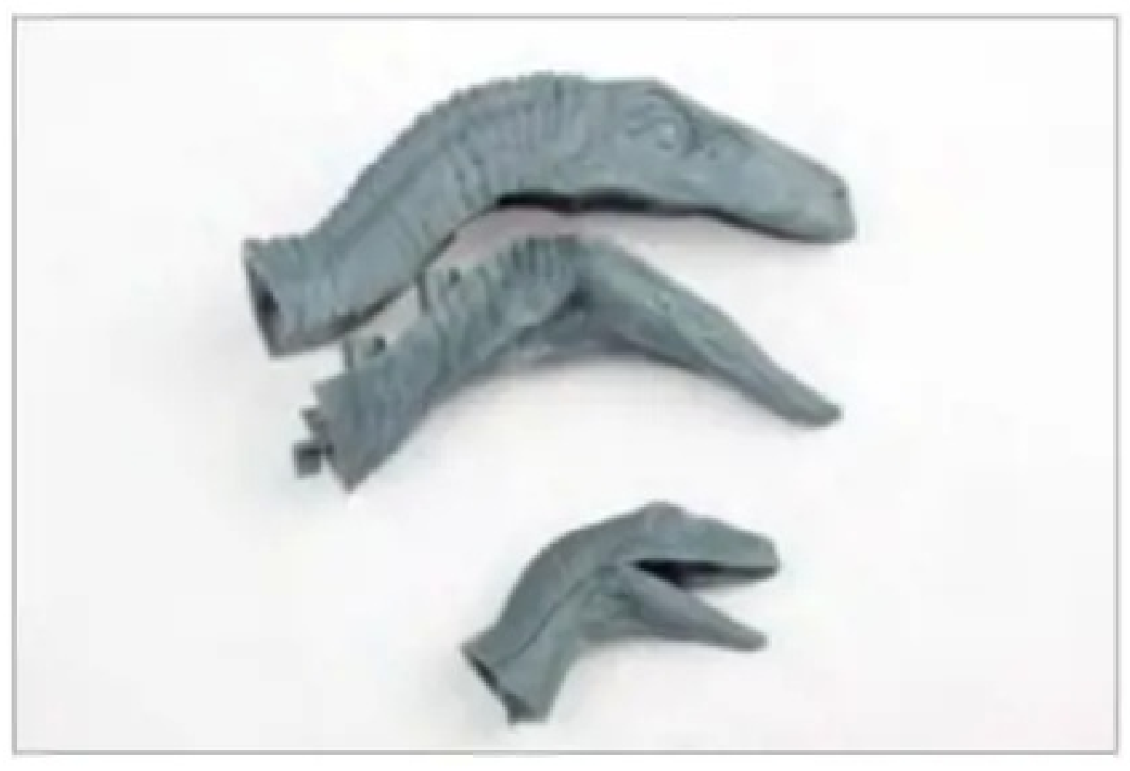
FILM TIE-INS are always a popular subject, but add the perennial attraction of dinosaurs and you're onto a winner. Japanese firm X-Plus has just released a 1/8 scale kit of the velociraptors Blue and Beta (411-200143TP) from the 2022 blockbuster *Jurassic World: Dominion*.

It's essentially a diorama in a box, as a base and groundwork is included – should you wish to recreate some of the film's most exciting dinosaur-related scenes then all you need is to add your own snow; the rest is supplied. If you're not familiar with the film, Blue is the larger adult velociraptor, with Beta being her offspring. There are 11 styrene runners, plus a two-piece inner bodyshell for Blue, while the heads for both dinosaurs are split horizontally along the jaw line to allow for separate teeth inserts (one for each side, top and bottom).

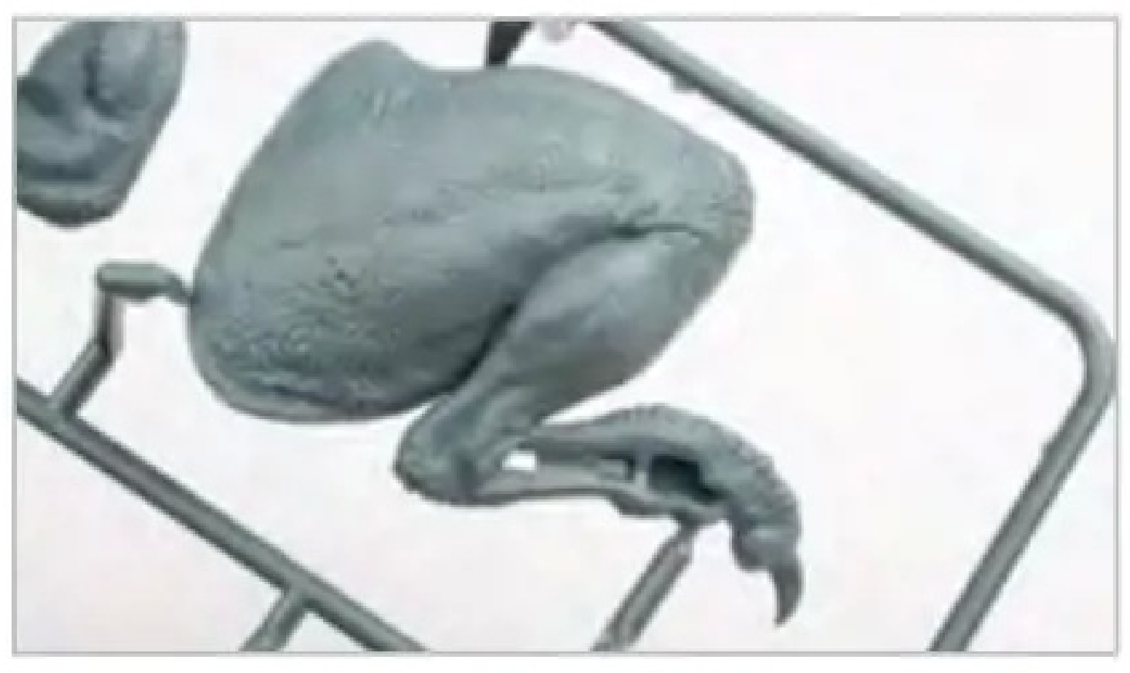
Each dinosaur is built around a sturdy inner bodyshell, with the limbs and torso skin added in turn. There are impressively sharp claws on both feet and 'hands'. While just one diagram is provided for each velociraptor, there are written assembly steps – which appear to be almost retro in their approach – instead. A similar approach is taken for the display base, which receives a four-part broken tree trunk and a smart *Jurassic World: Dominion* nameplate.

The moulding is first-class, with no signs of any blemishes or sink marks, while the scale texture on the skin is excellent, with variation from the upper to lower surfaces and convincing creases around the limbs and neck. It's obvious the designers have seen the *Jurassic World* films, as the poise and bearing of Blue in particular is captured accurately, and the poses are spot-on representations of how running velociraptors are portrayed on the big screen. Hints and tips are given on painting the eyes and skin, along with how to create snow effects on the base, but the only colour guidance is that provided by the boxtop – no matches are given to any paint manufacturers.

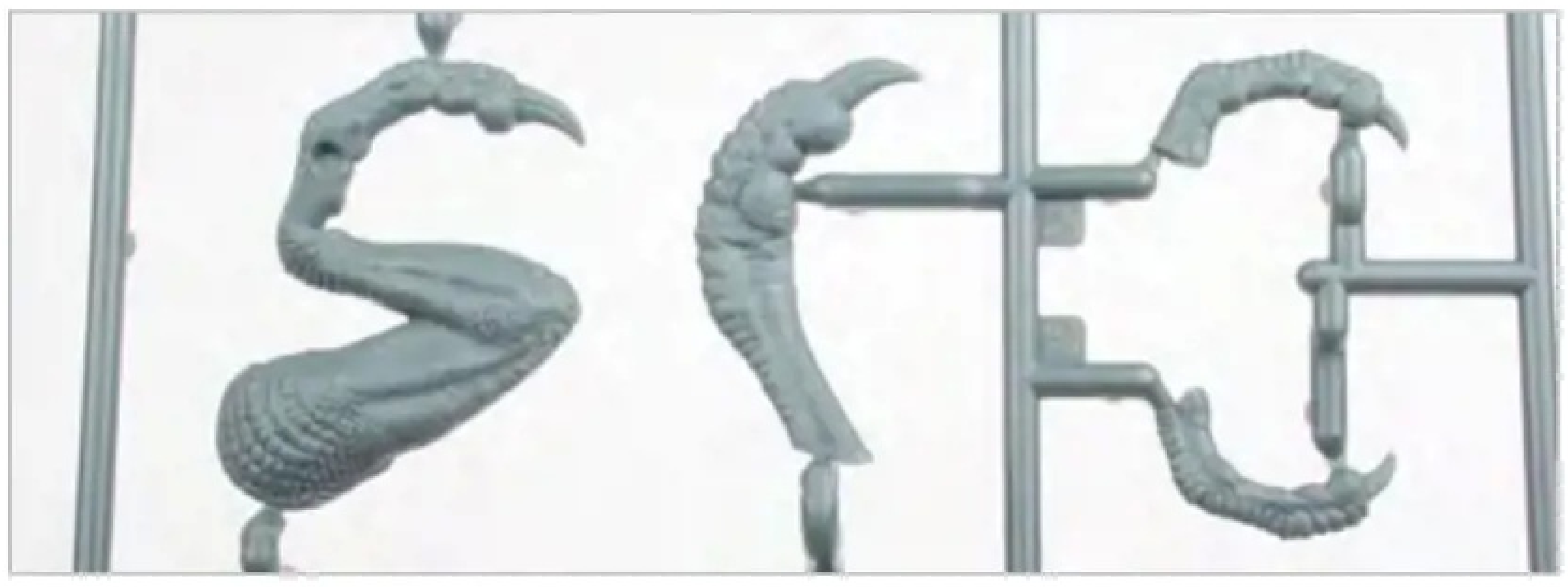
This kit is distributed in the UK by Tiger Hobbies (www.tigerhobbies.co.uk) and retails at £61.99.



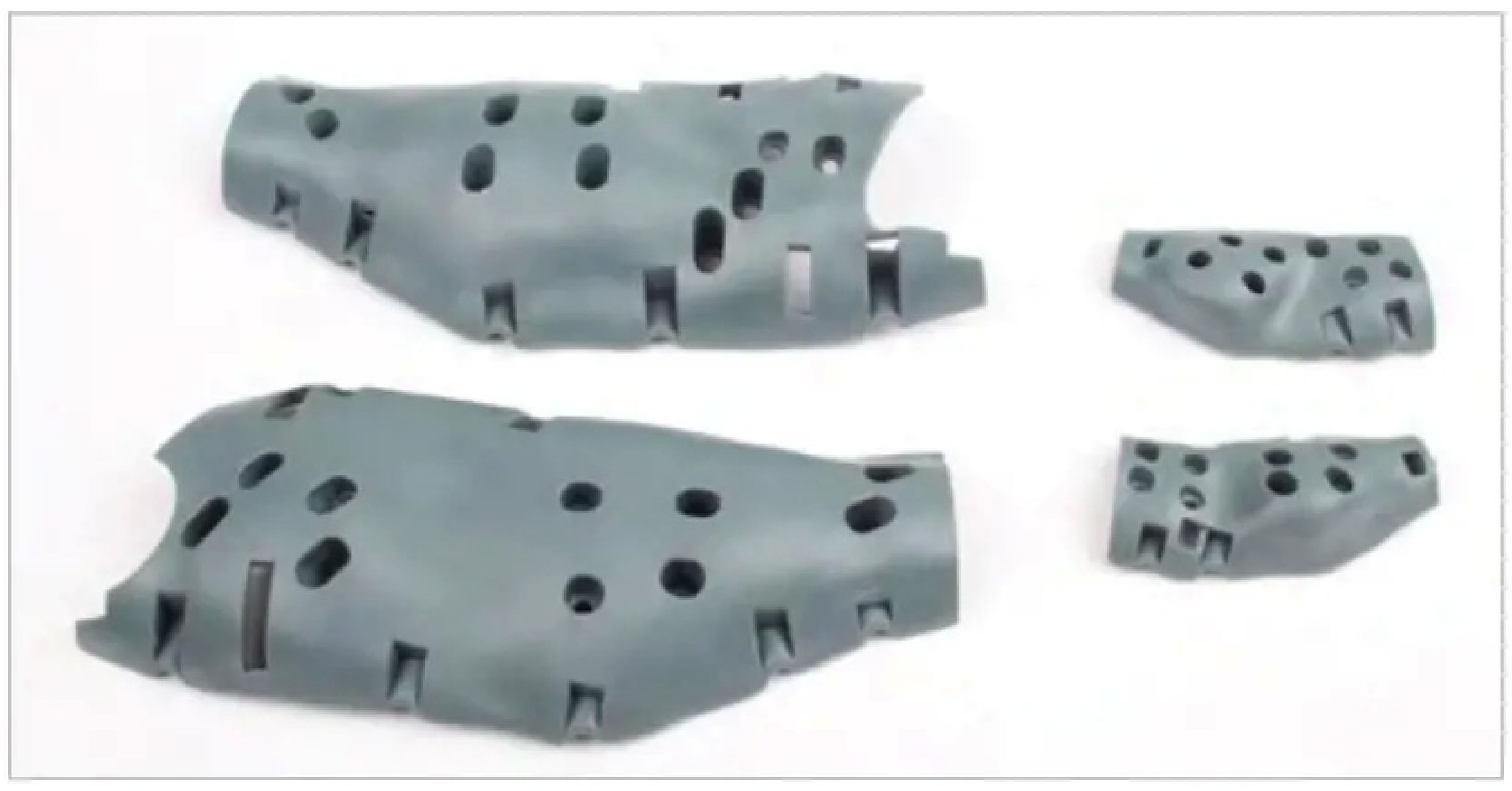
▲ Each head is split horizontally to allow for separate tongues and teeth to be added. The latter are further sub-divided into left and right sides for greater detail.



▲ Poses of both dinosaurs are excellent, with Blue's raised right leg highlighting how the creases and folds have been replicated faithfully, plus the middle toe.



▲ In the films, the claws are the 'business end' of the velociraptors, along with the teeth. Here, the arm (left) and outer fingers (right) are shown, along with an outer toe (centre). Note the fine skin texture.



▲ The main bodies of both dinosaurs are built around these robust inner torso units, which feture large locating holes for the sections of skin and the limbs.

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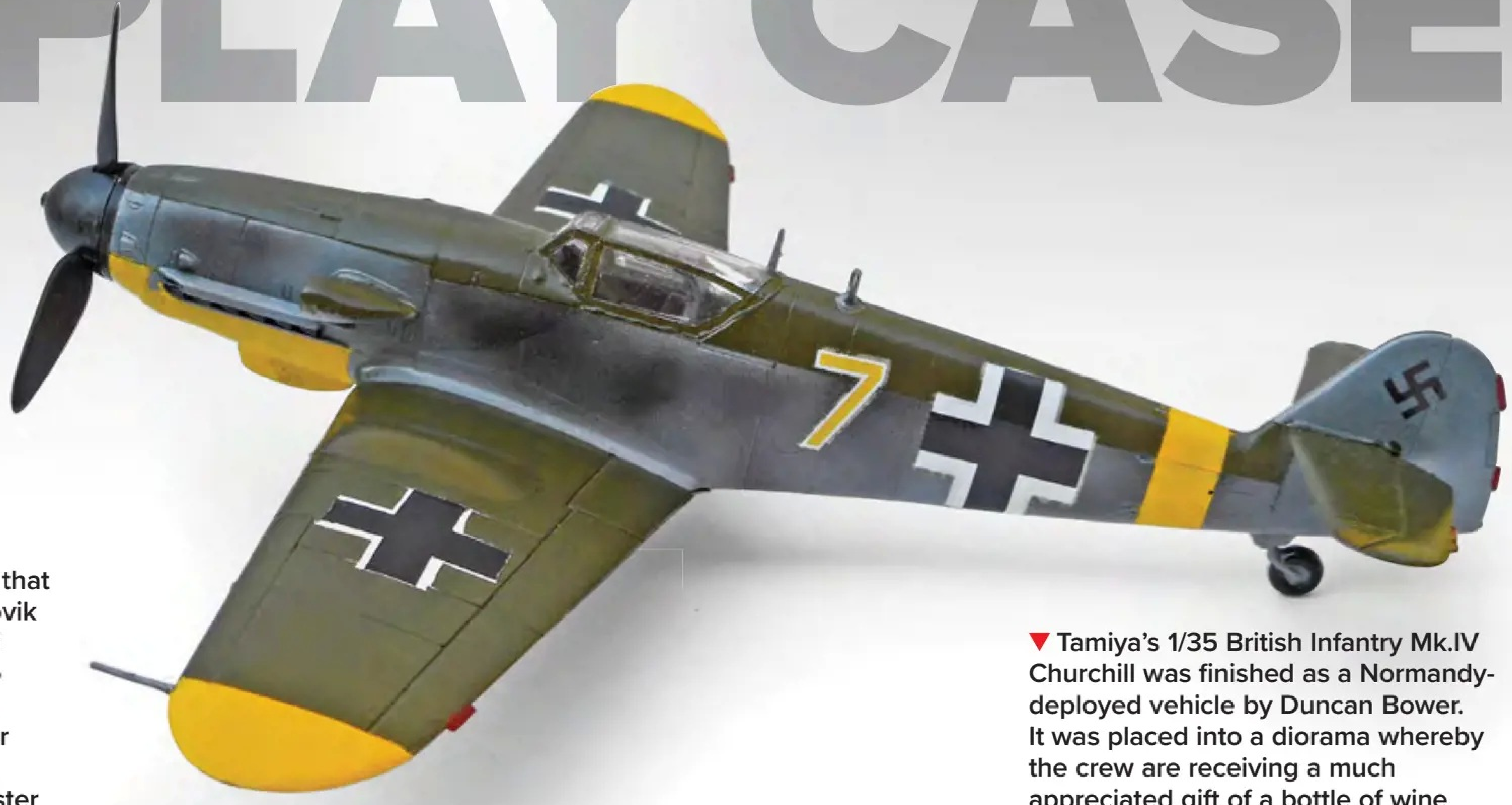
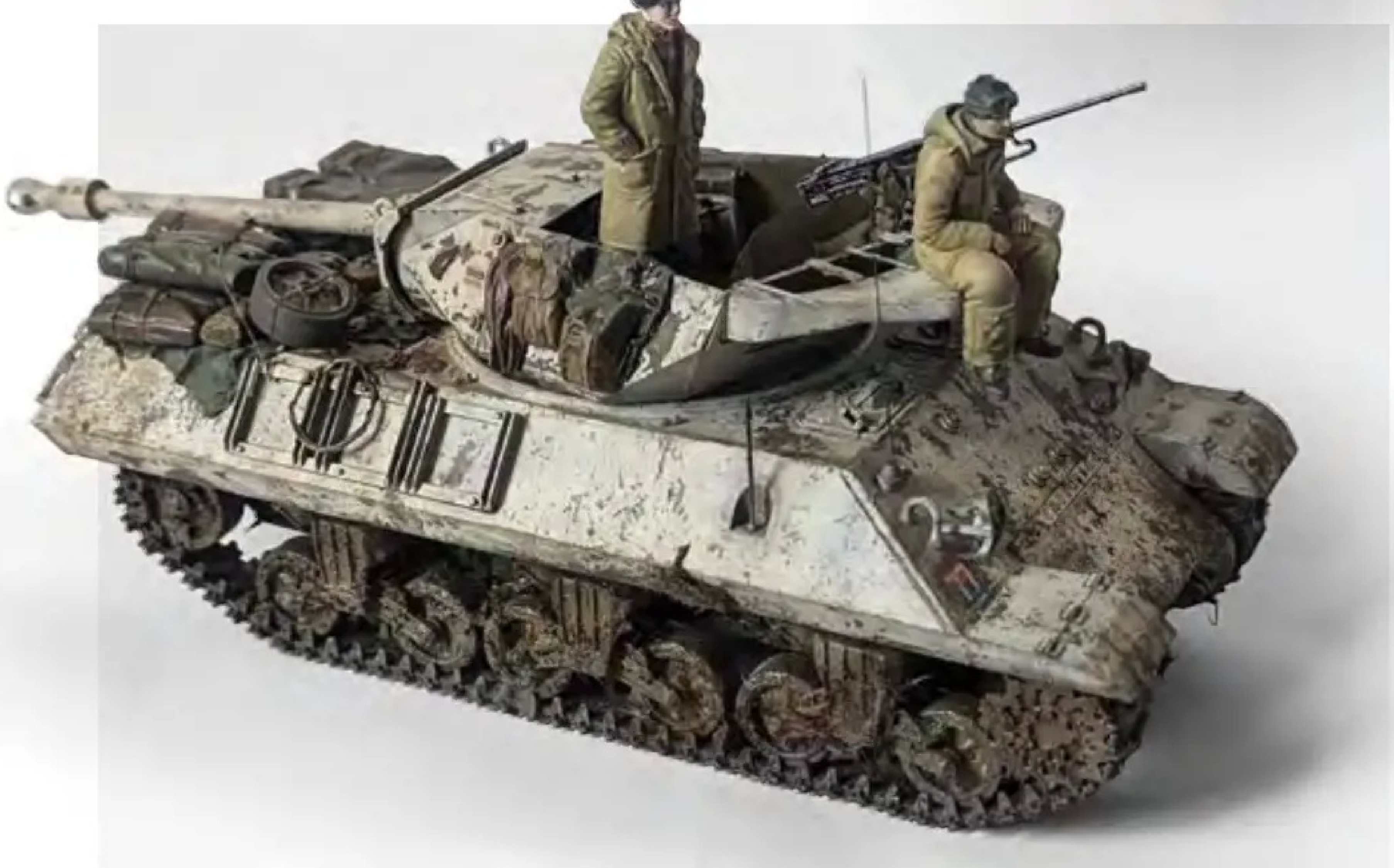
DISPLAY CASE

Military and aircraft subjects seem to be among the most popular elements of the hobby. Here, we showcase a pair from each genre

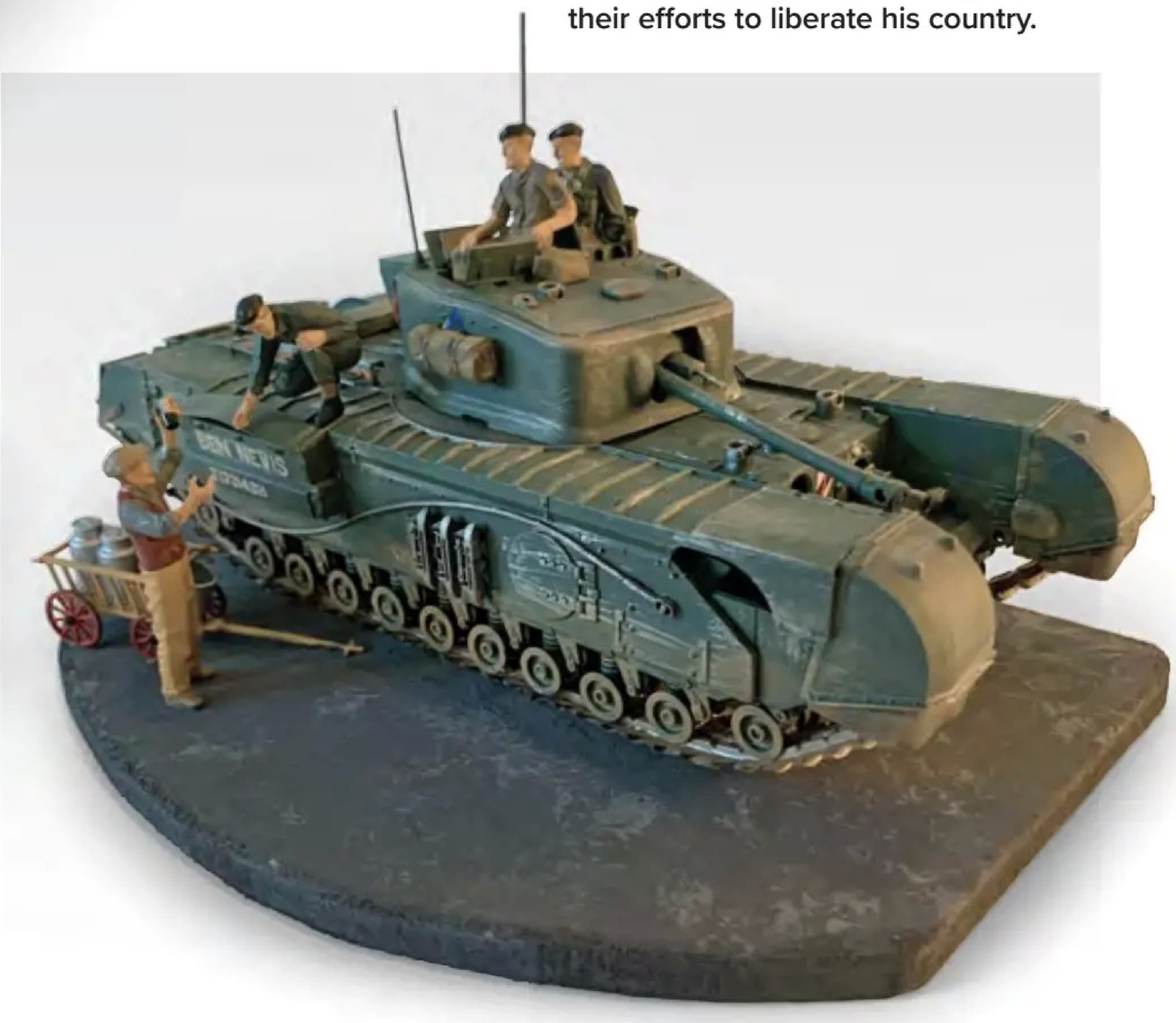


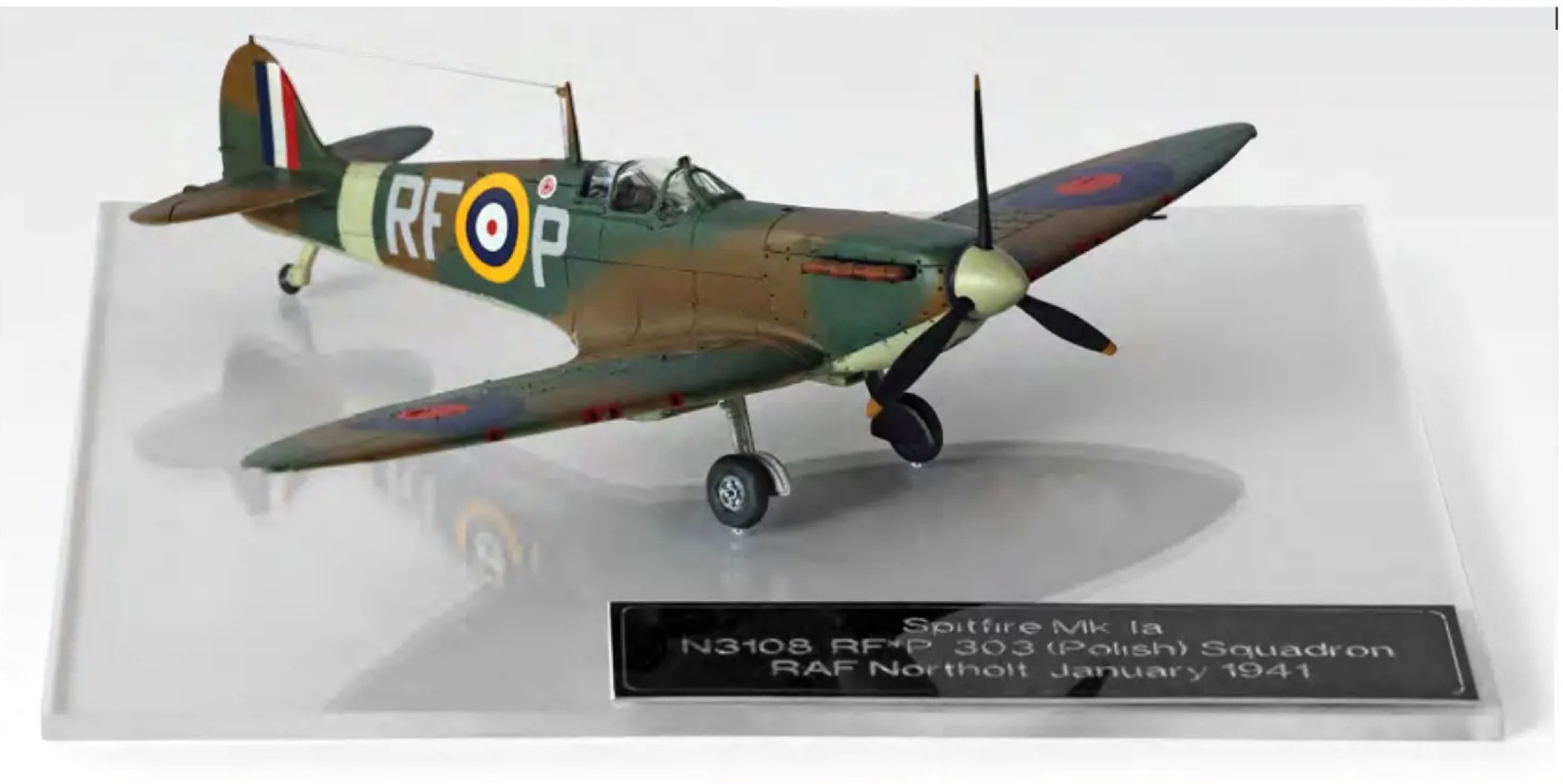
▶ Ted Turanski found that building this decades-old Bf 109 was something of a learning experience. His inspiration was that he could then 'fly it' using an Il-2 Sturmovik simulator on his computer to start it, taxi and take off from one airfield, then fly to another. He has access to historic World War Two scenery, with the mission editor used to set course and flight conditions. He used a mix of Tamiya and Model Master paints, with masks used to replace the kit's defective German insignia.

▼ Tamiya's 1/35 British Infantry Mk.IV Churchill was finished as a Normandy-deployed vehicle by Duncan Bower. It was placed into a diorama whereby the crew are receiving a much appreciated gift of a bottle of wine from a French farmer, in recognition of their efforts to liberate his country.



▲ This AFV Club 1/35 Achilles was built mostly out of the box by Stephen Booth. Extra stowage came from MiniArt and Accurate Armour sets, plus some scratch-building, while figures were sourced from MiniArt's British Officers set and a 3D-printed product purchased from The Tank Museum. This was the first time Stephen had used heavy weathering products, such as Vallejo's Weathering FX, and the end result was satisfyingly grimy!





◀ This build of an Airfix Starter Set Spitfire Mk.Ia is just the fourth by modeller Slawomir Pekala after he returned to the hobby after a 30-year break. Rather than use the kit markings for a 610 (City of Chester) Squadron airframe, he used aftermarket decals from Model Maker to finish his Spitfire as an RAF Northolt-based 303 (Polish) Squadron machine.

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Want to feature your recently finished project in *AMW*? Send a high-quality photo of the model against a white background and tell us about any aftermarket products or special techniques to: **stuart.fone@keypublishing.com**

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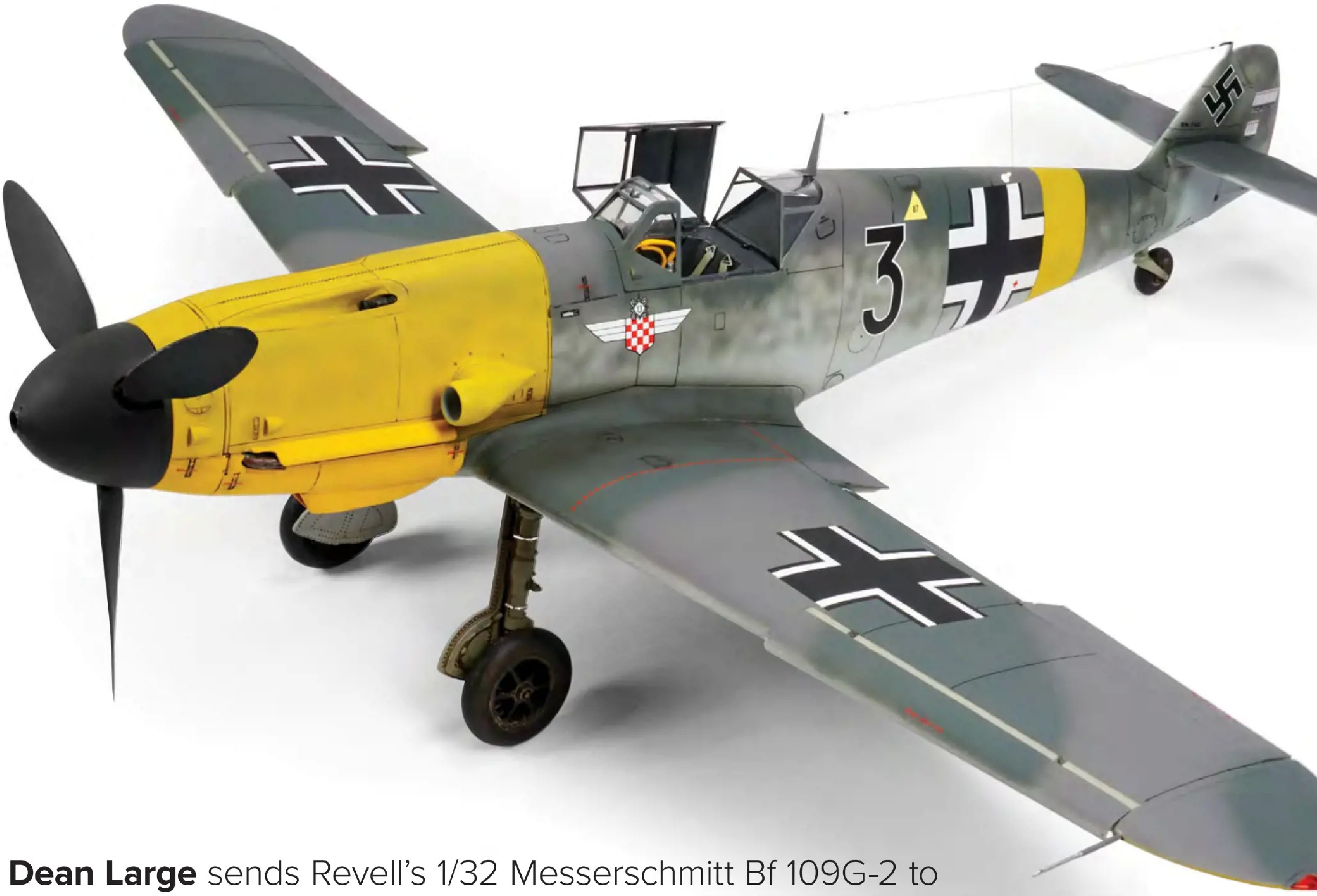
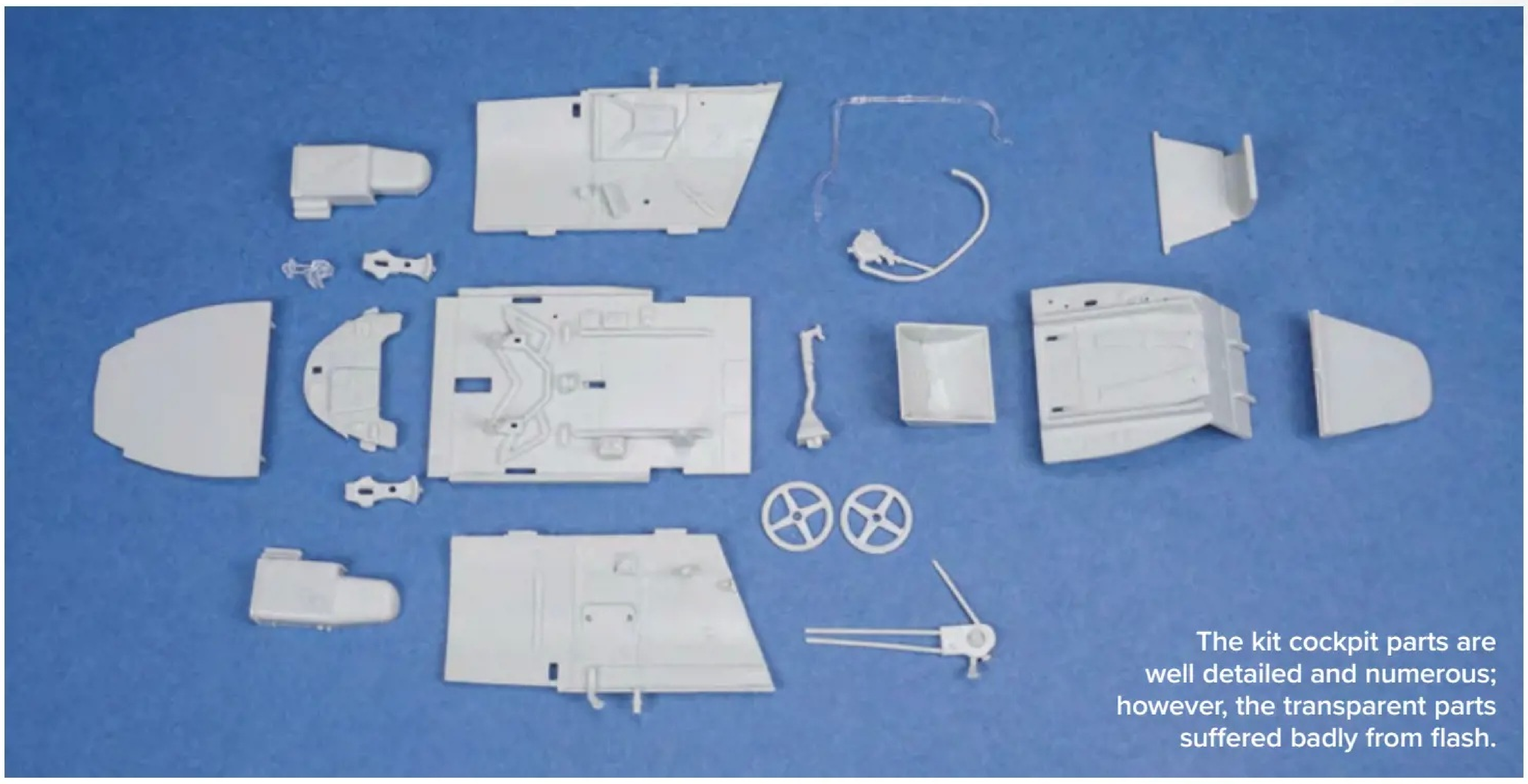
Galić's 'Gustav'



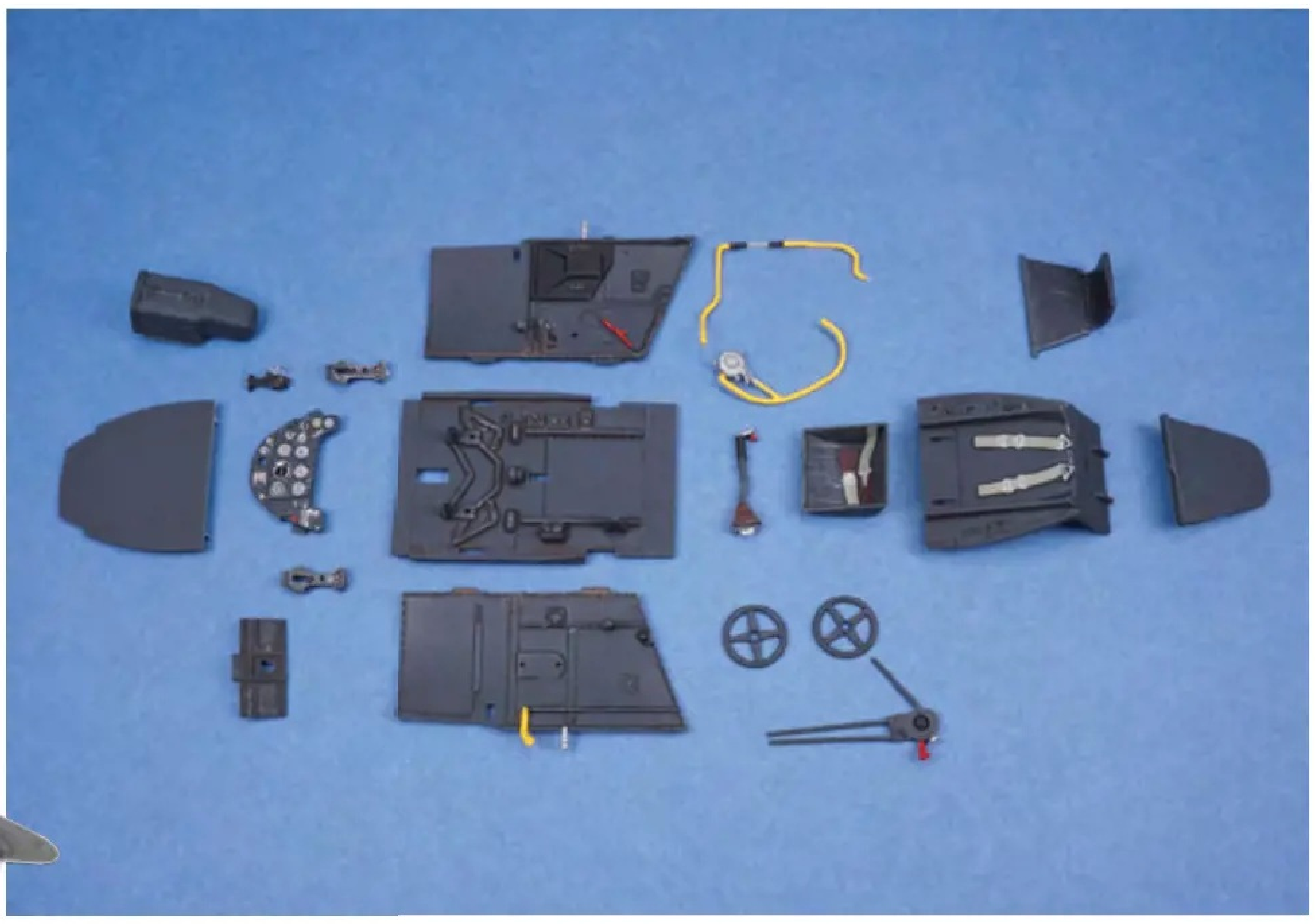
Dean Large sends Revell's 1/32 Messerschmitt Bf 109G-2 to the Eastern Front, courtesy of markings from Ze-Ro Decals



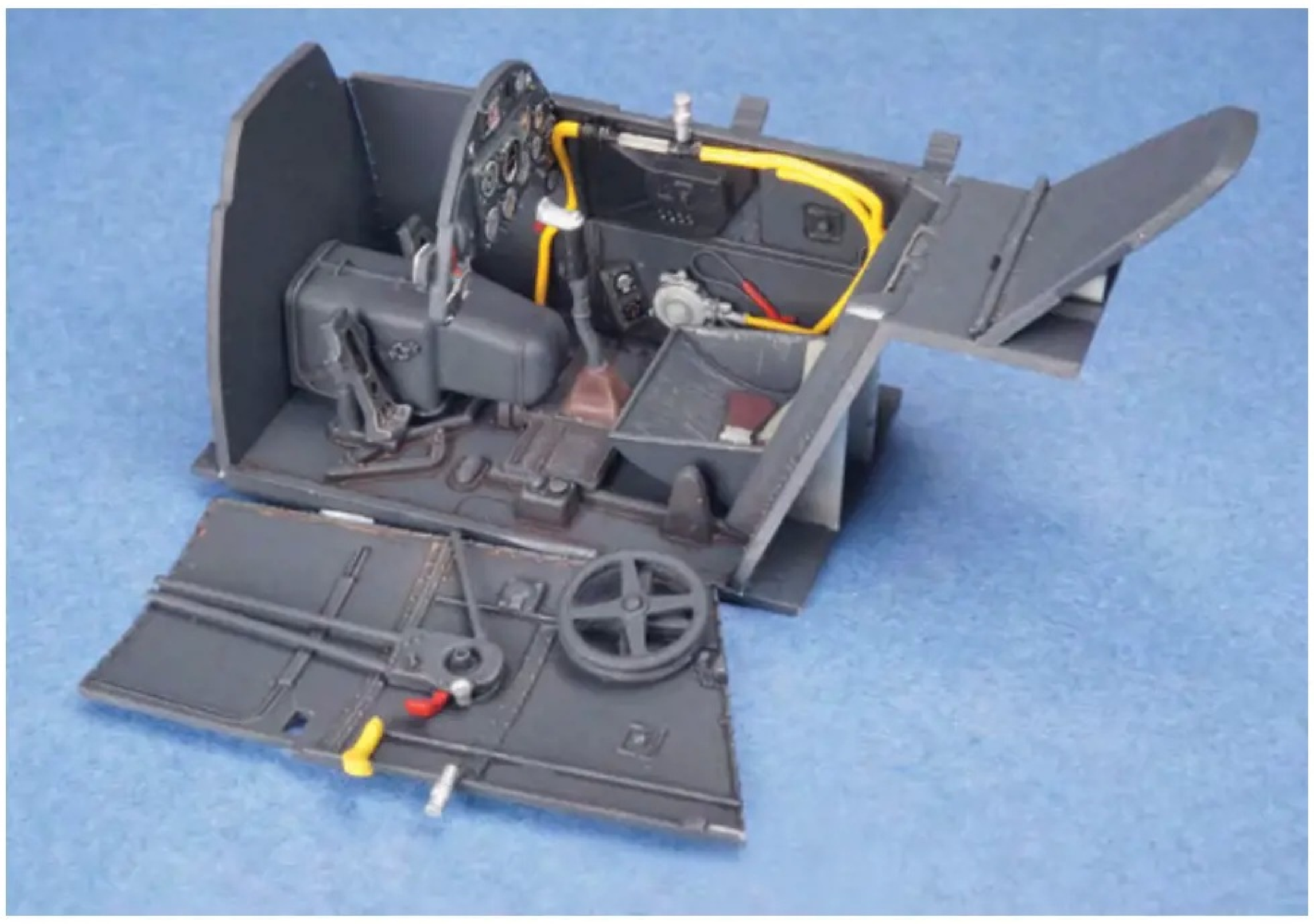
The kit cockpit parts are well detailed and numerous; however, the transparent parts suffered badly from flash.

After the German-led invasion of Yugoslavia in April 1941, the newly 'independent' State of Croatia formed its own air force, and one of its pilots was a certain Cvitan Galić.

This 31-year-old former Royal Yugoslav Air Force pilot – with a dozen years experience – then went on to join the Croatian Air Force Legion of the Luftwaffe, where he was posted to the Eastern Front. His career was spectacular, yet short, as he accounted for 38 aircraft in aerial combat in little more than a year, before being killed by a Spitfire strafing his airfield in April 1943.



After clean-up and detail painting, the cockpit parts acquitted themselves well, needing nothing in the way of aftermarket embellishment.



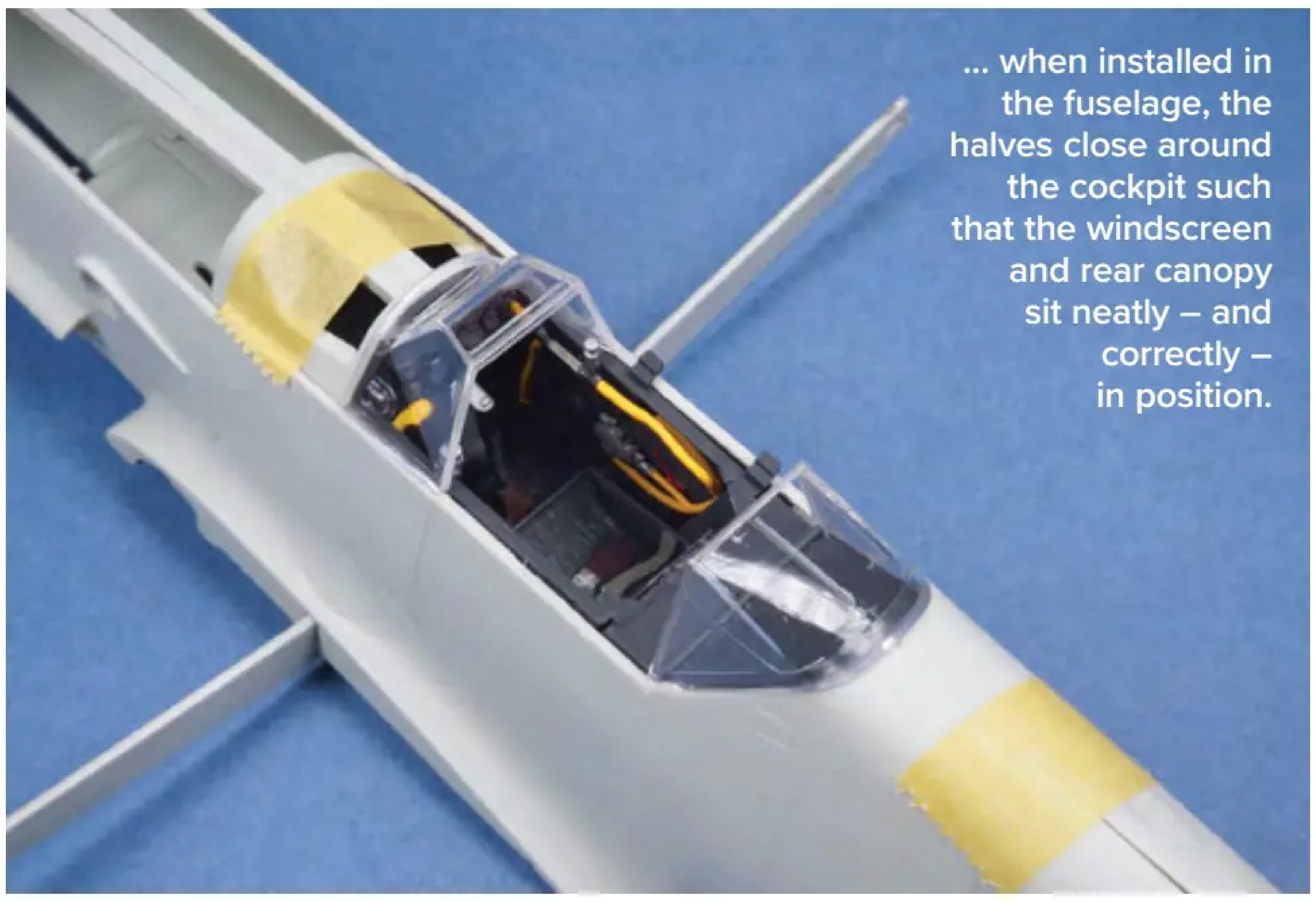
The assembled cockpit shows that all the parts fit well with each other – note the yellow fuel pipe with its clear section for checking the fuel flow, and…

Croatian markings specialist Ze-Ro Decals has recently produced a splendid 1/32 sheet featuring Galić's livery, and Revell's Bf 109G-2/4 kit seemed a suitable canvas for their application. *AMW*'s editor also supplied a set of Eduard's sturdy bronze undercarriage legs and neat resin exhausts, the latter greatly reducing the chore of hollowing the solid styrene items.

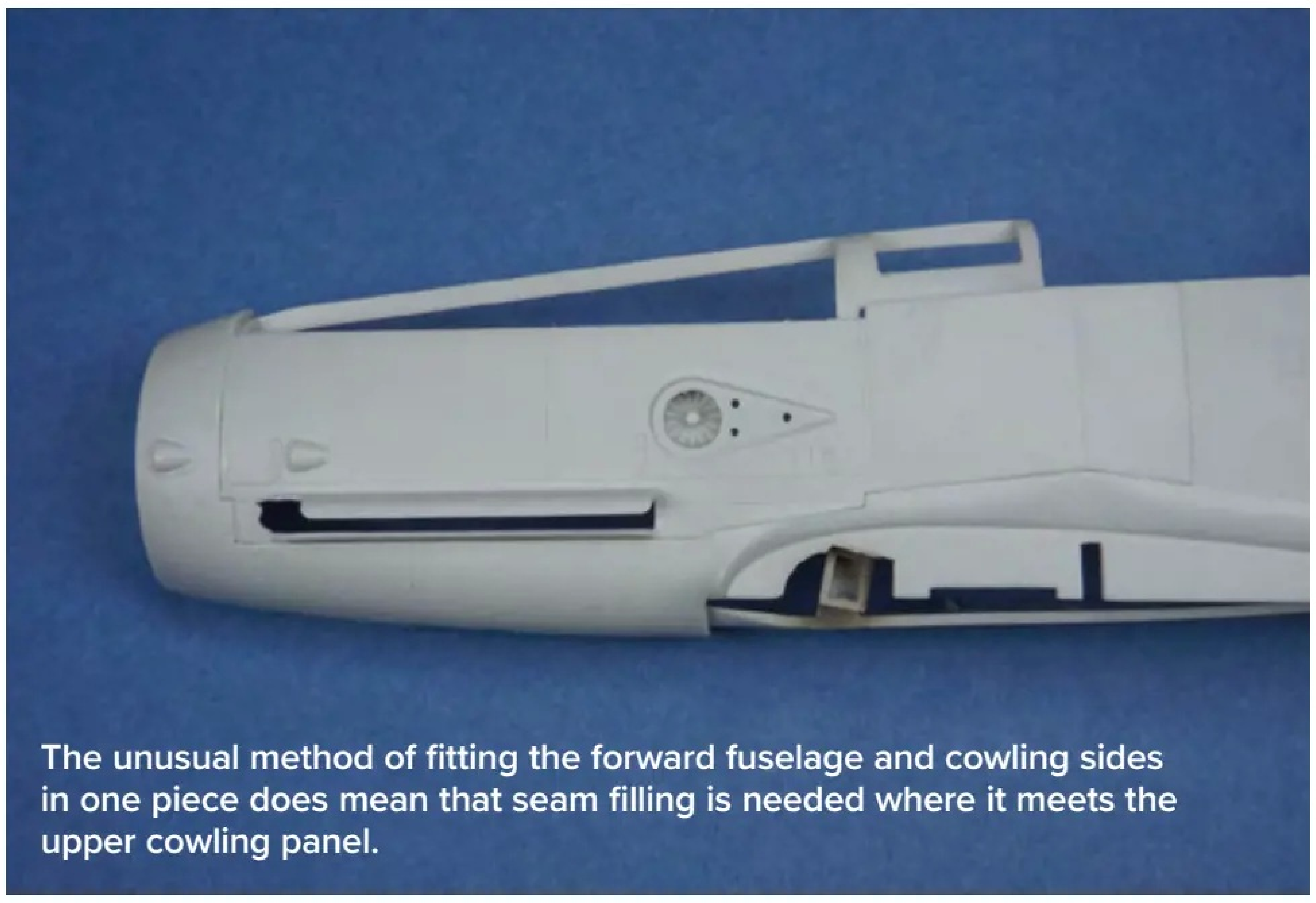
Inspecting the parts

Revell's Bf 109G-2 isn't that old, being released in 2022; it's based on a 2013 Bf 109G-6 tooling, but on first inspection the moulds seem to be showing signs of wear as there's significant flash, notably on the transparencies (the gunsight was almost unrecognisable). It was a similar story with the tailwheel yoke, of which there are two types provided: one for a G-2 and the other for a G-4. As the former was the intended subject of this build, naturally it was this example that was distorted, with the latter item adapted instead (despite being inaccurate).

Inspecting the parts for the propeller and spinner, it was noticed that the backplate join doesn't fall on the natural panel line of the real machine, so it was filled, sanded and a new panel line scribed in the correct position. Luckily, the propeller ►



… when installed in the fuselage, the halves close around the cockpit such that the windscreen and rear canopy sit neatly – and correctly – in position.

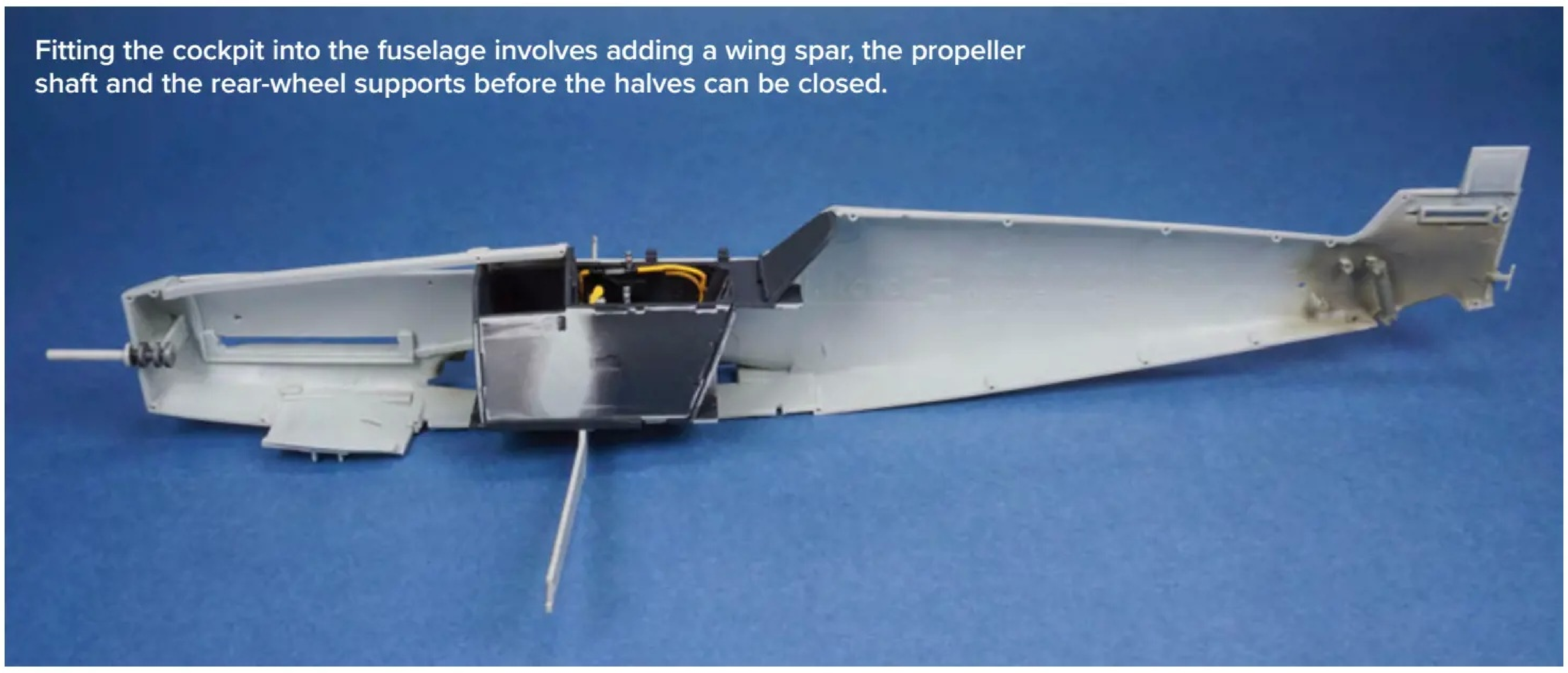


The unusual method of fitting the forward fuselage and cowling sides in one piece does mean that seam filling is needed where it meets the upper cowling panel.

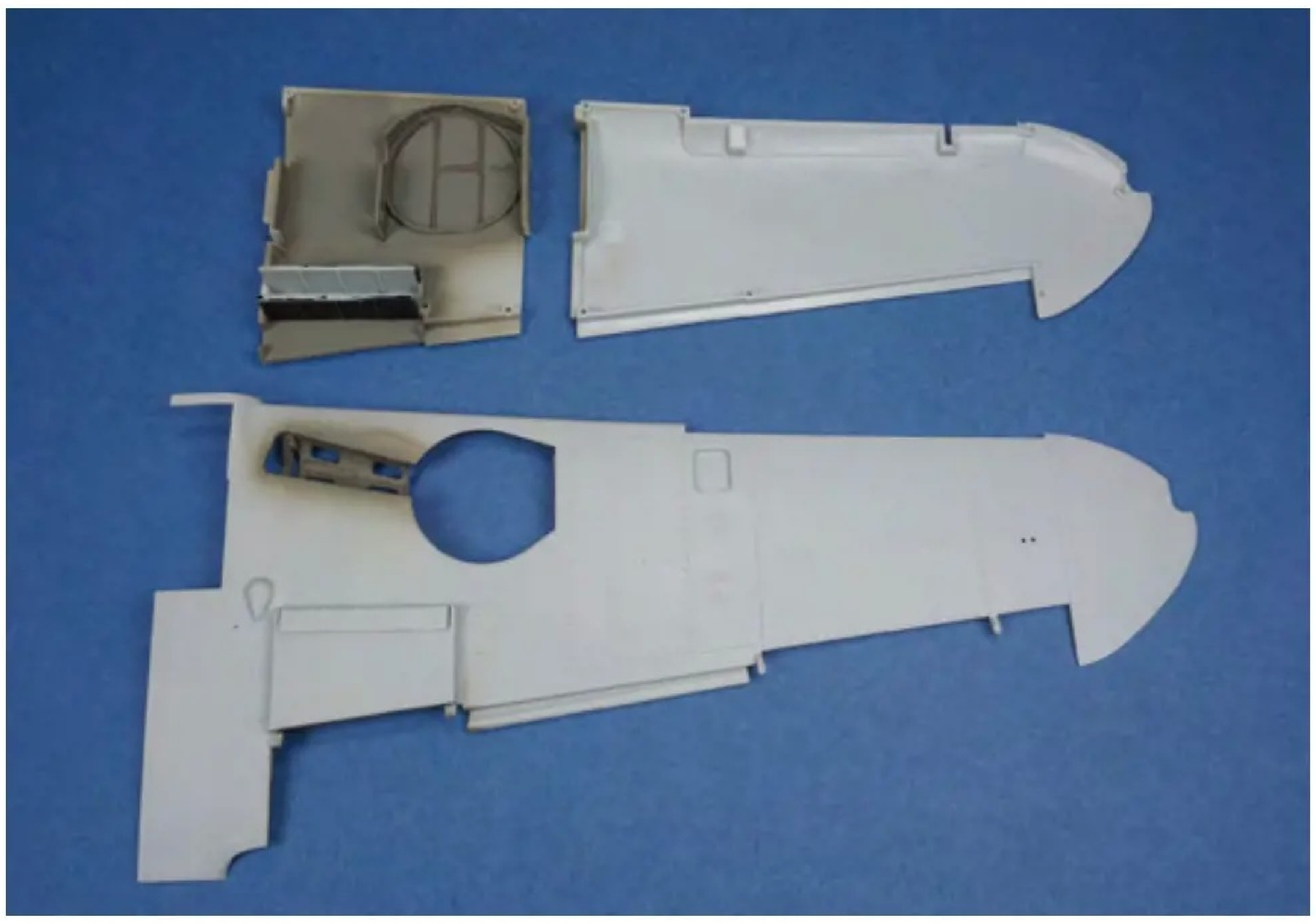
MODEL SPEC

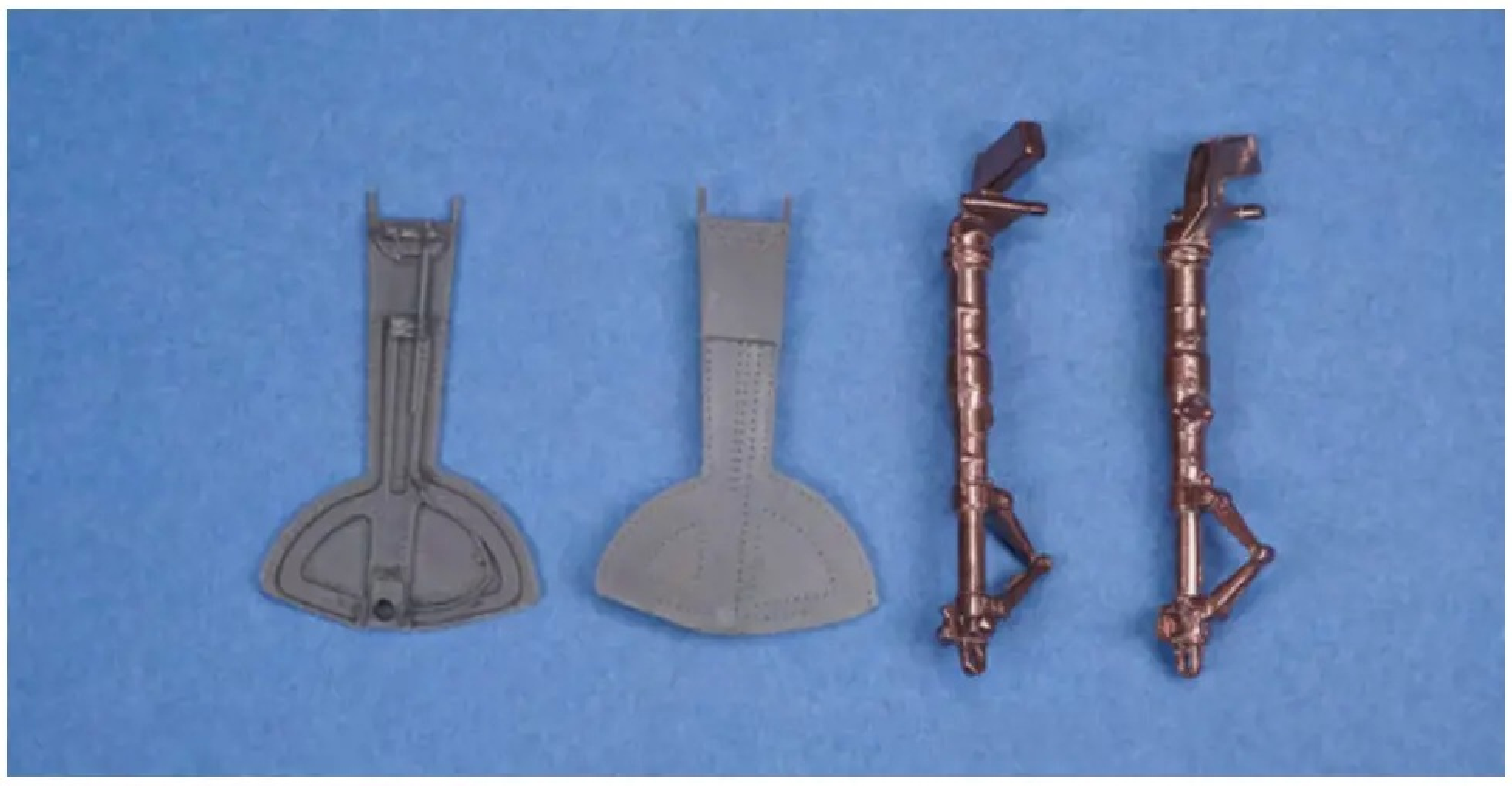
Messerschmitt Bf 109 G-2/4
By: Revell
Stock Code: 03829
Scale: 1/32
Price: £32.50
Available from: Revell stockists

Revell
LEVEL 5
1:32
184 PARTS
28,4 cm
31,0 cm
Messerschmitt
Bf109 G-2/4
03829



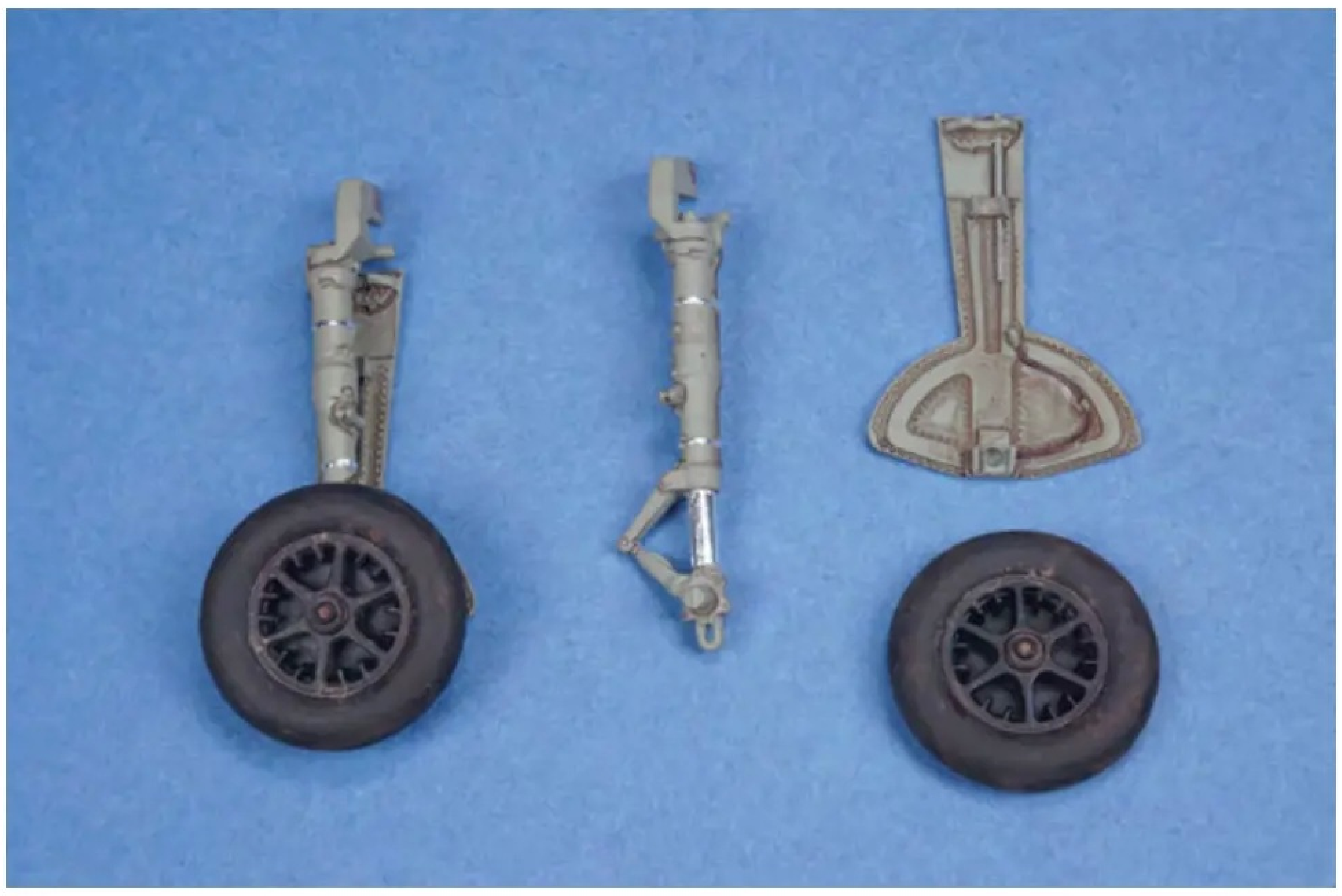
Fitting the cockpit into the fuselage involves adding a wing spar, the propeller shaft and the rear-wheel supports before the halves can be closed.



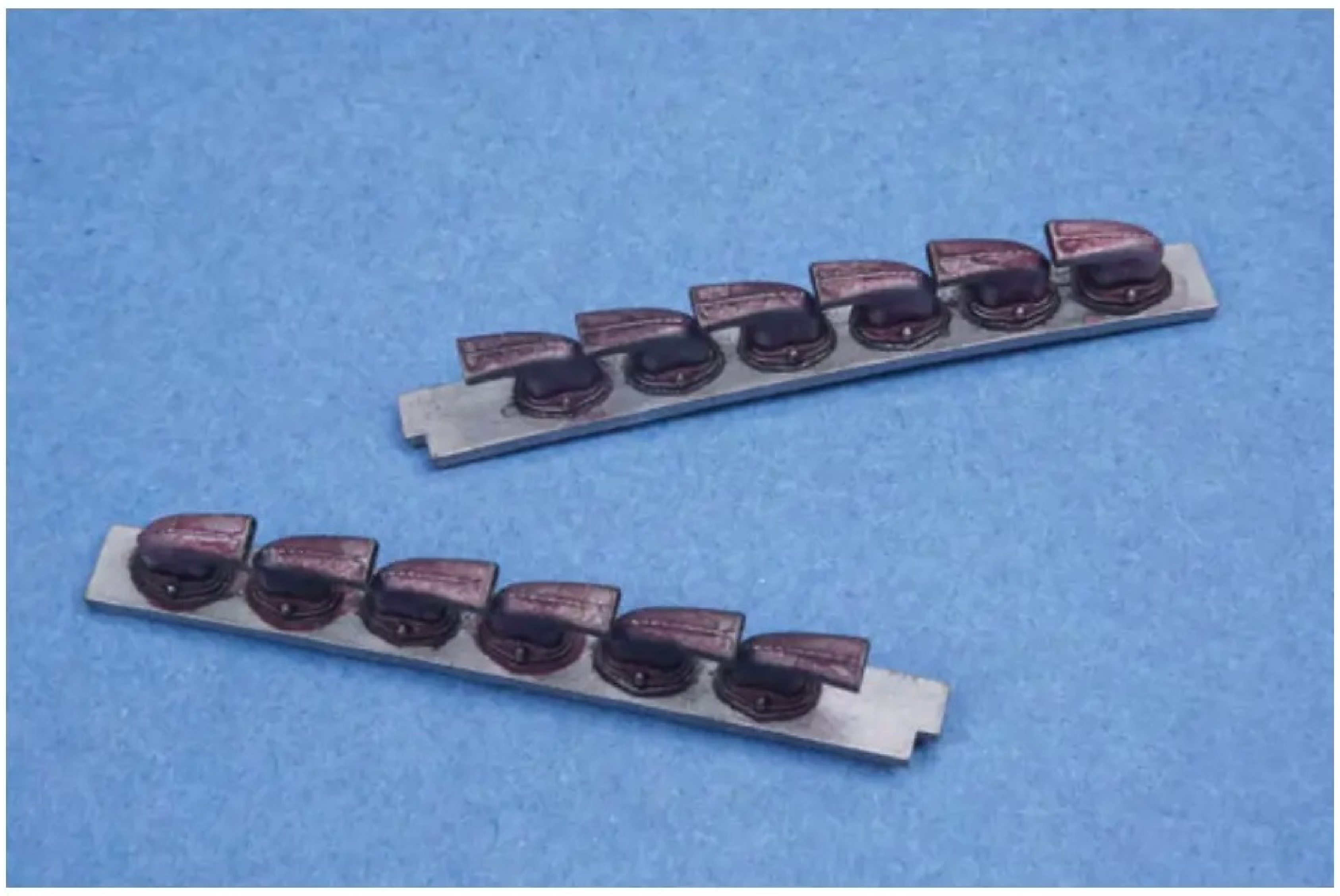


▲ Eduard's replacement undercarriage legs are cast in bronze, making them extremely robust, and they came with cast-resin doors.

◄ Revell's wheel wells are excellent, and received light weathering before the wings were joined, although these featured unusual construction, with a single-piece lower half and two-part upper section per side.



▲ Once painted, weathered and added to the kit wheels, the aftermarket parts were a substantial improvement on the styrene items.



▲ The resin exhausts were painted steel, then weathered and rusted with chalk pastels. They are virtually invisible when installed, though.

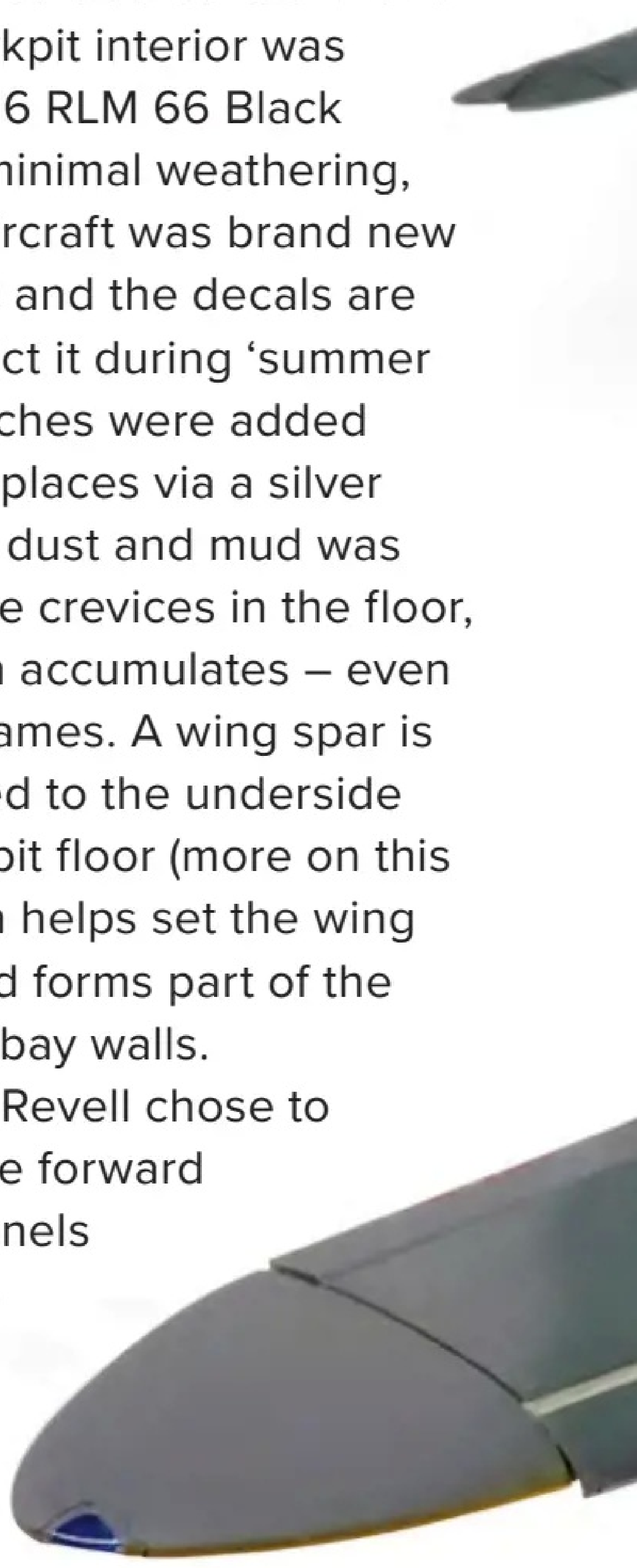
blades and spinner are all the same colour in this example, otherwise masking them would have been awkward.

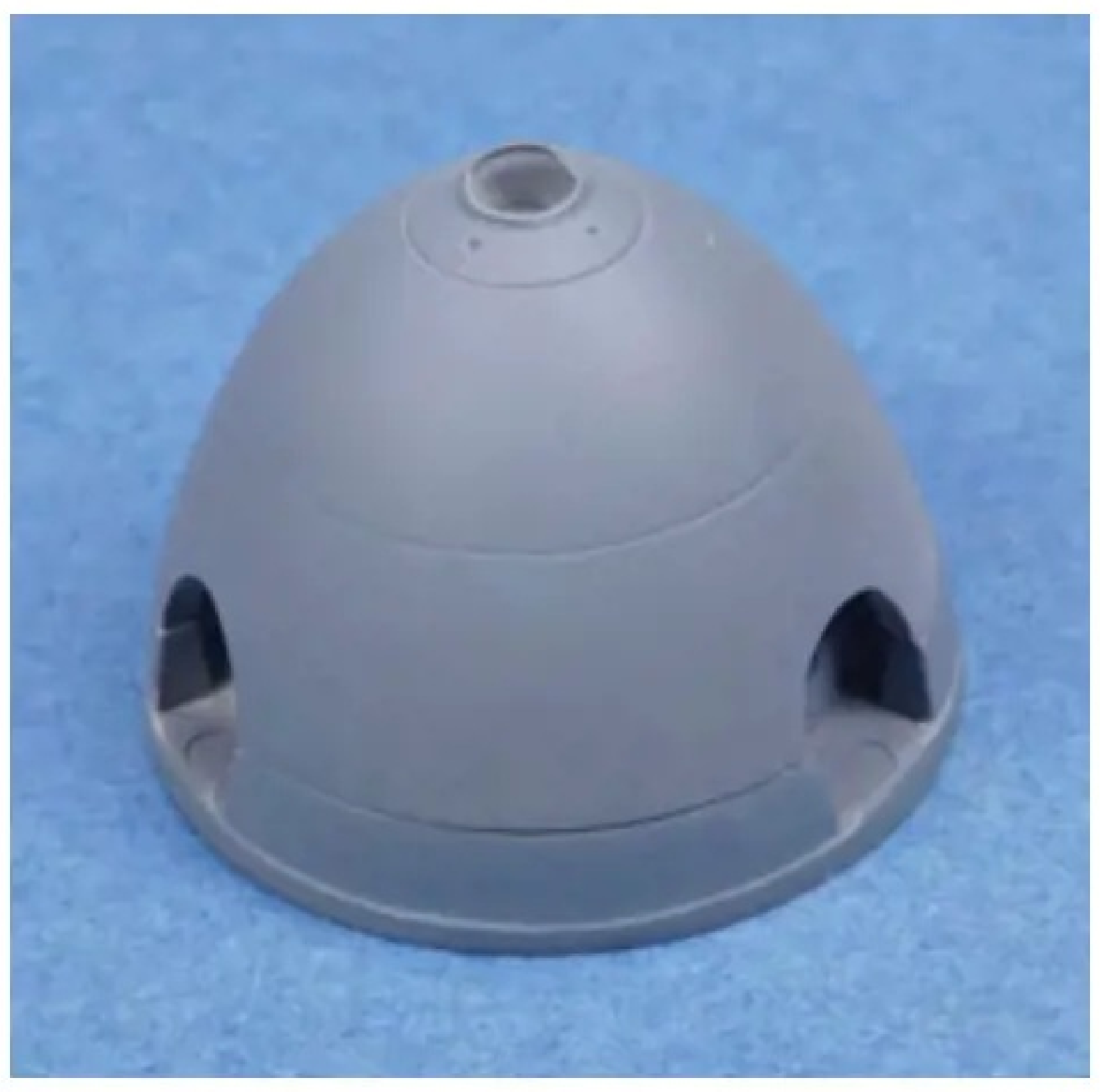
Office work

With the expectations of this kit suitably lowered, the cockpit parts came together surprisingly well, and the refinement was pleasing, despite the presence of the dreaded integrally moulded seatbelts. One characteristic of the Bf 109 is a prominent yellow fuel hose in the cockpit, which has a clear section so the pilot can check the fuel flow, and Revell supplies the entire hose in transparent styrene. Curiously, it then suggests the part is painted wholly yellow, in what appears to be a mistake… fortunately, online references clearly show which sections should be painted black to represent rubber connectors, and which should be left clear.

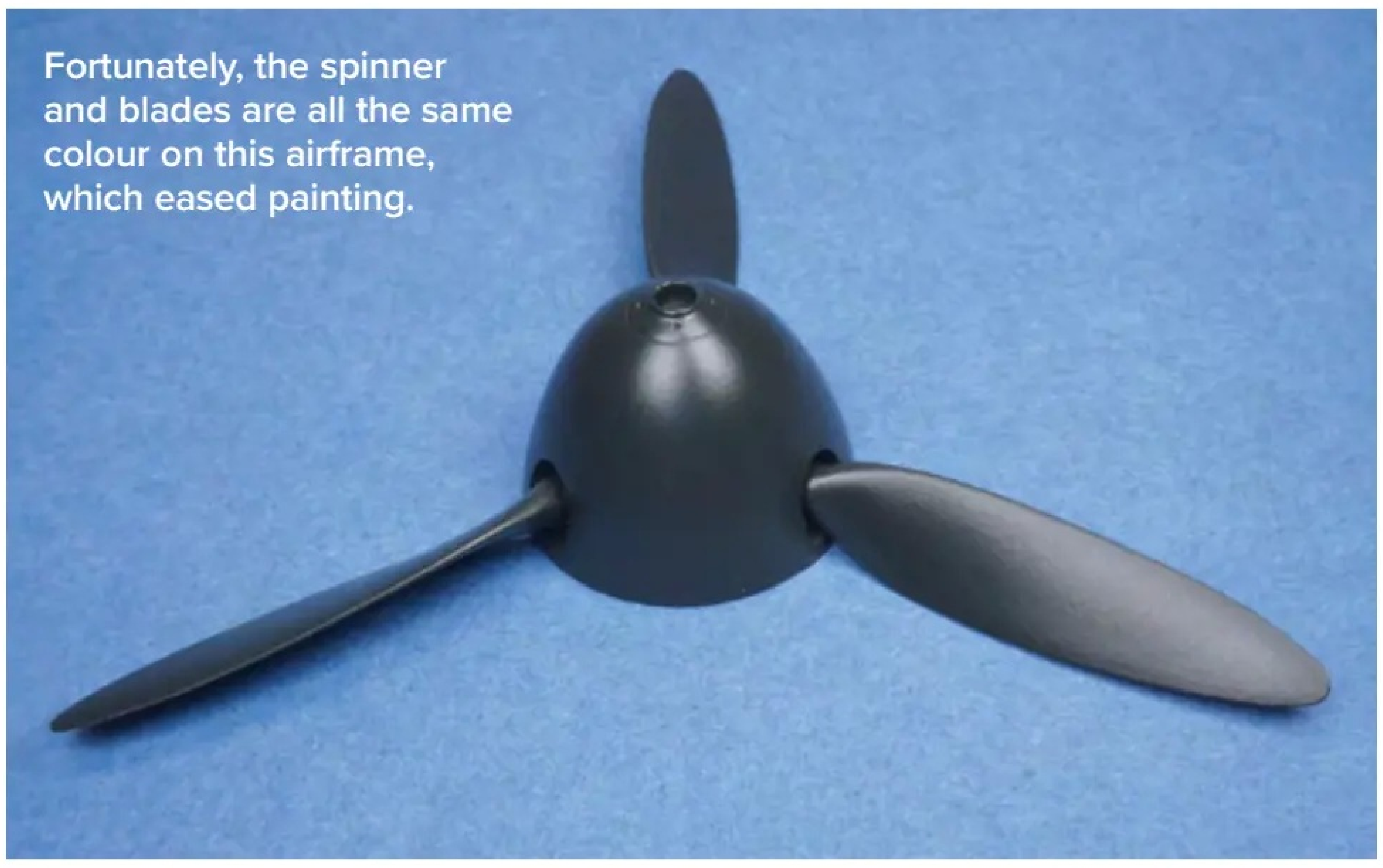
Overall the cockpit is well detailed, and the parts fit well into the fuselage halves. Instrument panel gauges are represented by decals, luckily separated into several sections, which are much easier to apply than trying to align a dozen dials with their moulded bezels in one go. The cockpit interior was painted H416 RLM 66 Black Grey, with minimal weathering, since this aircraft was brand new in July 1942 and the decals are said to depict it during 'summer 1942'. Scratches were added in strategic places via a silver pencil, plus dust and mud was added to the crevices in the floor, as this soon accumulates – even in new airframes. A wing spar is then secured to the underside of the cockpit floor (more on this later), which helps set the wing dihedral and forms part of the mainwheel-bay walls.

Strangely, Revell chose to engineer the forward fuselage panels as separate pieces, extending from the rear of



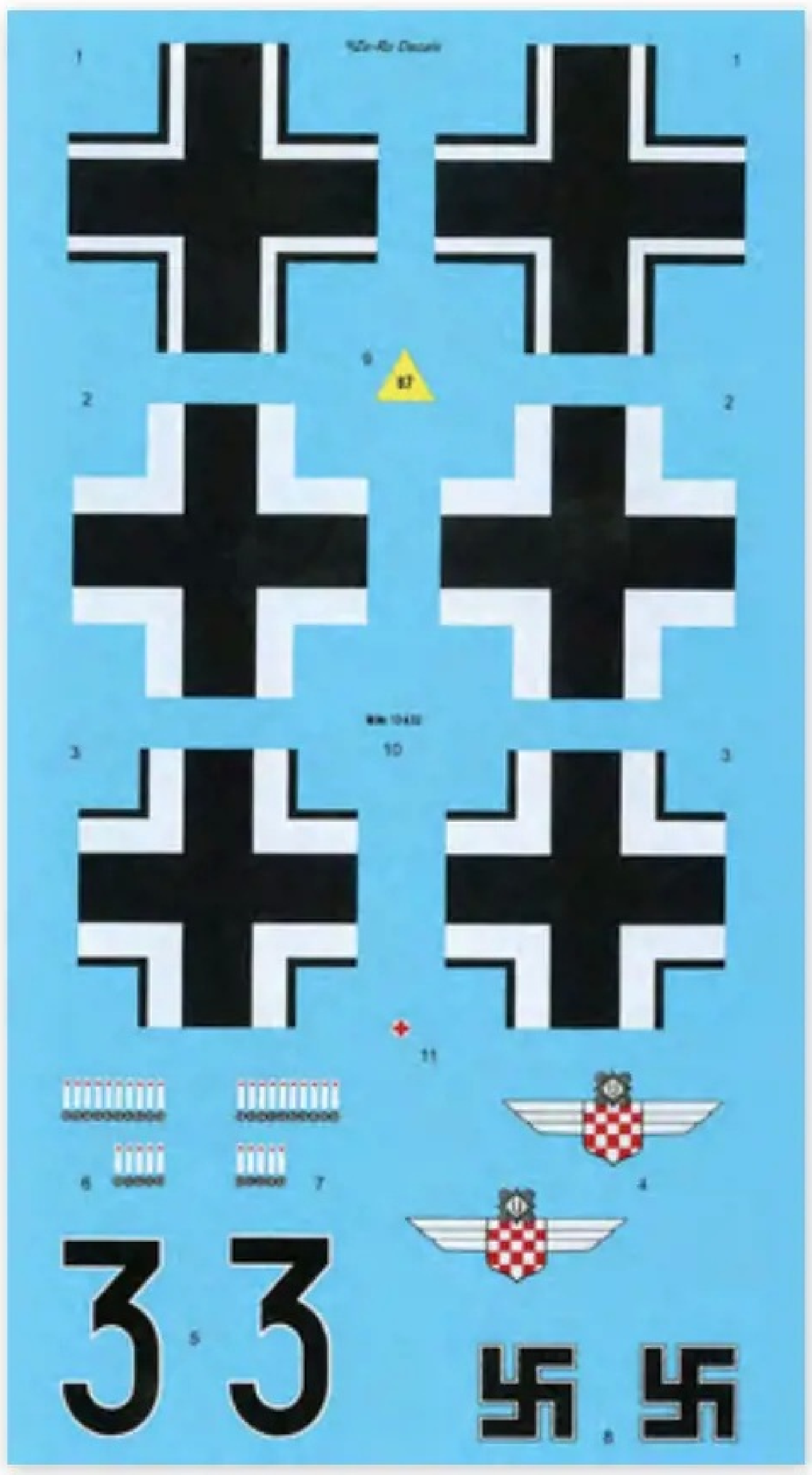


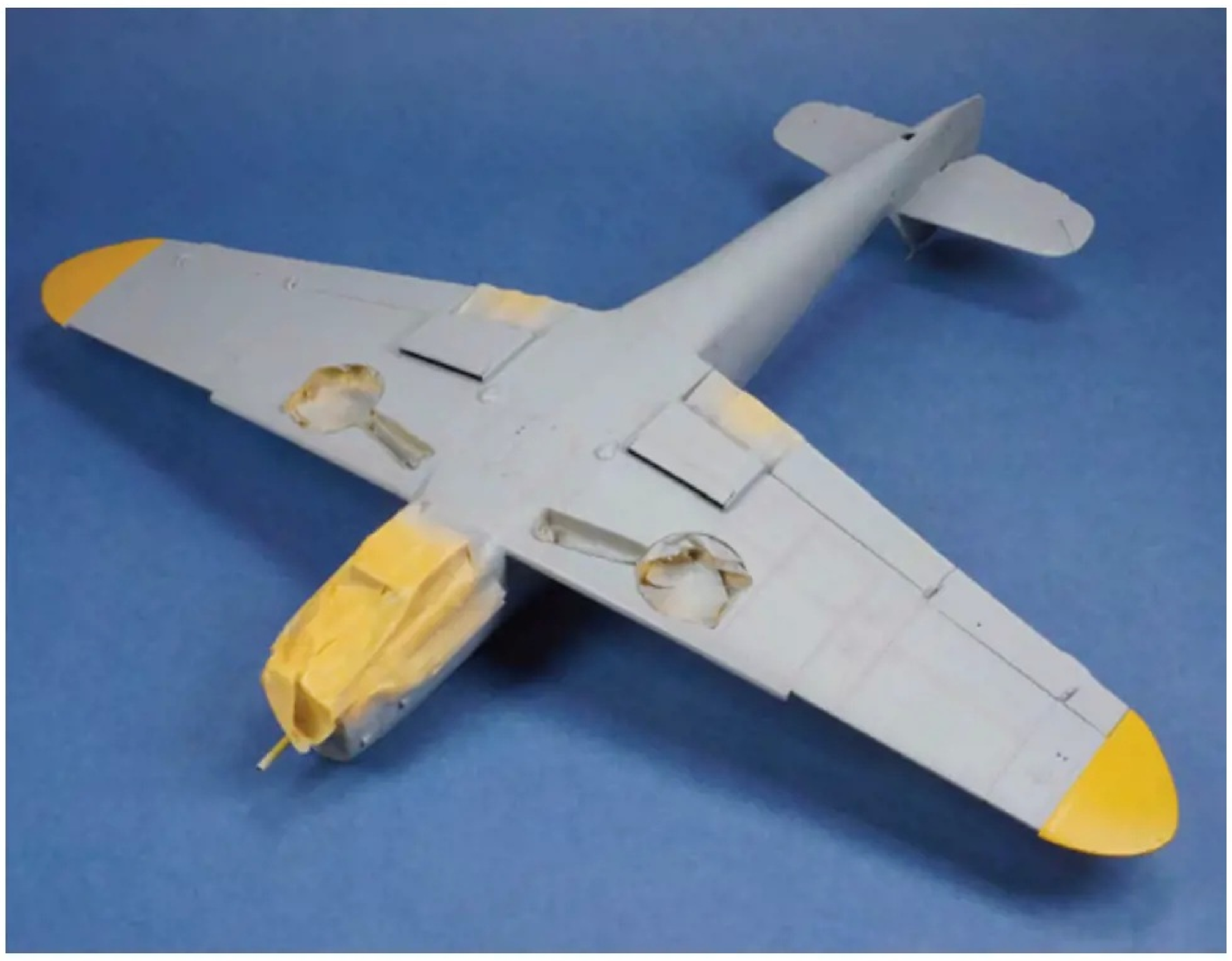
▲ The kit spinner had its panel line located in the wrong place; here it is after a new line was scribed closer to the backplate.



Fortunately, the spinner and blades are all the same colour on this airframe, which eased painting.

the windscreen to the front of the cowling on both sides, plus a separate cowling panel with openings for the two machine guns. Luckily, the side pieces fit well enough that just a hint of filler is needed to blend them with the fuselage, but there is potential for major issues if care isn't exercised. A consequence of the separate upper panel is the seam along the side – one that isn't present on the real aircraft as the entire side cowling hinges upwards on a central piano hinge – requiring further filling and sanding to eliminate it, followed by more re-scribing.



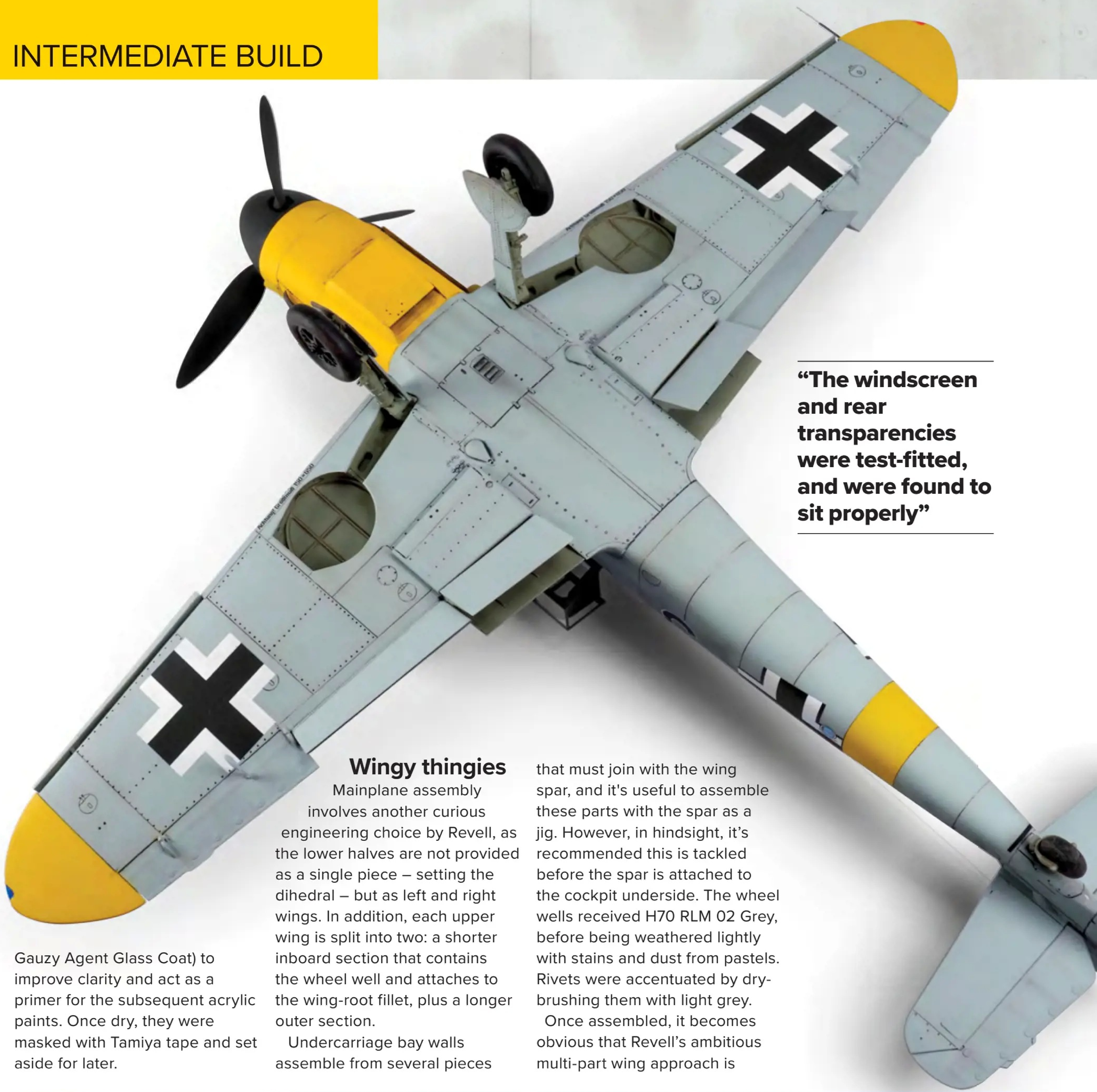

▲ The airframe was substantially complete by this stage, so a coat of RLM 76 was airbrushed after priming; panel lines were darkened subtly with an appropriate mix of the underside colour.

Check... and check

Before the fuselage halves can be joined, drilling is required in the rear section to accommodate the different radio antenna attachments for either the G-2 or G-4. Also, the tailwheel assembly must be installed, the propeller shaft needs to be positioned and the exhausts fitted. The aftermarket nozzles received AK Interactive's AK476 Steel, after which they were weathered with chalk pastels to simulate rust and soot, prior to matt varnish to protect them. Eduard's instructions call for surgery on the styrene pieces to remove the sheet guards above and below the exhaust stubs, and replace them with photo-etched metal parts, but a cost/benefit analysis revealed that merely thinning the edges would give good results.

For reasons best known to itself, Revell moulded two fuel filler caps, one on each side of the upper fuselage, yet the starboard item is superfluous and must be filled. I used two thick applications of Mr. Surfacer 500, followed by a swipe with a sanding sponge.

Once the fuselage halves were joined, the windscreen and rear transparencies were test-fitted, and were found to sit properly – although they had several internal moulding flaws. The three canopy parts were dipped in Johnson's Klear (no longer in production, but alternatives include Deluxe Materials' Looks Like Glass and AK Interactive's ▶



Gauzy Agent Glass Coat) to improve clarity and act as a primer for the subsequent acrylic paints. Once dry, they were masked with Tamiya tape and set aside for later.

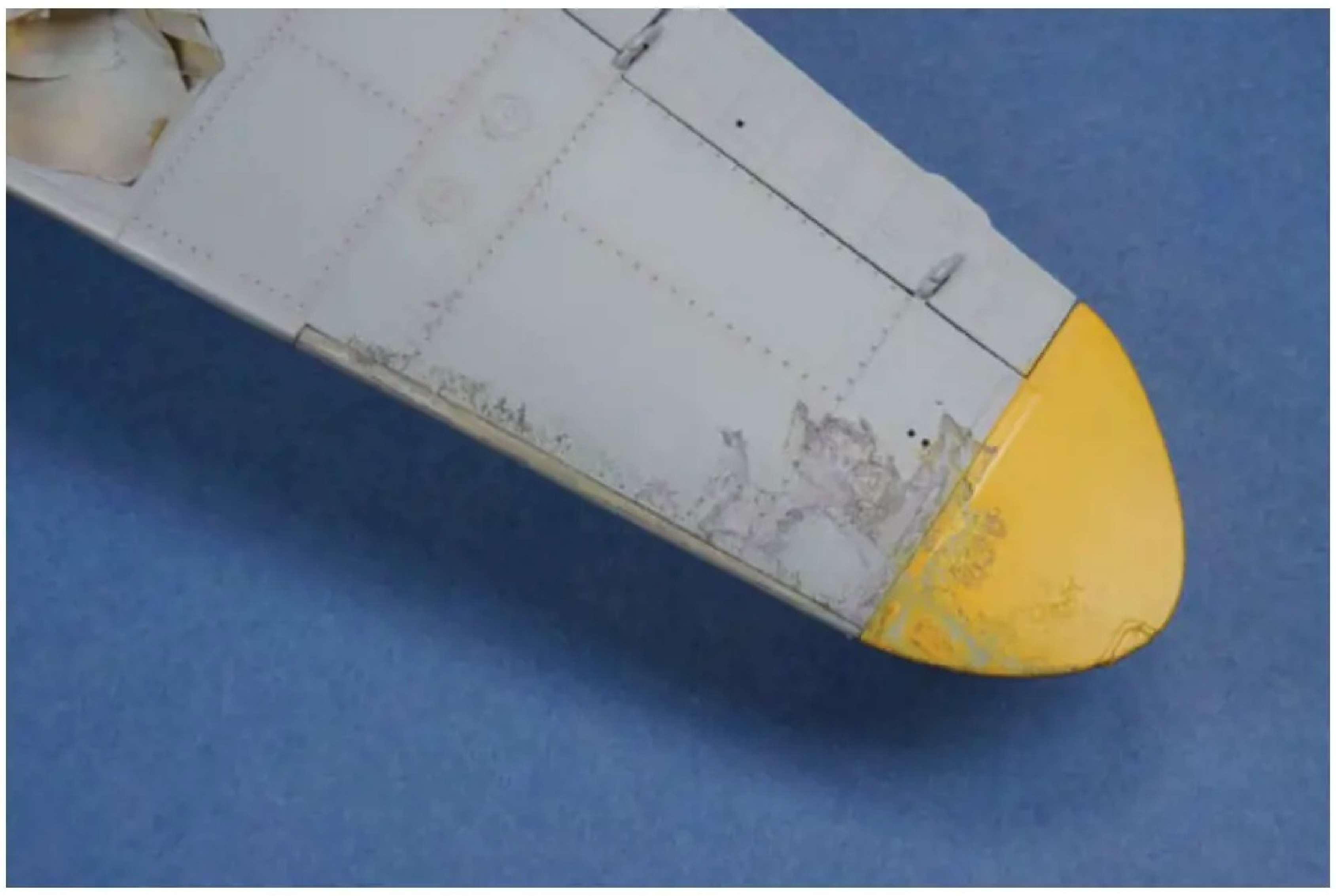
Wingy thingies

Mainplane assembly involves another curious engineering choice by Revell, as the lower halves are not provided as a single piece – setting the dihedral – but as left and right wings. In addition, each upper wing is split into two: a shorter inboard section that contains the wheel well and attaches to the wing-root fillet, plus a longer outer section.

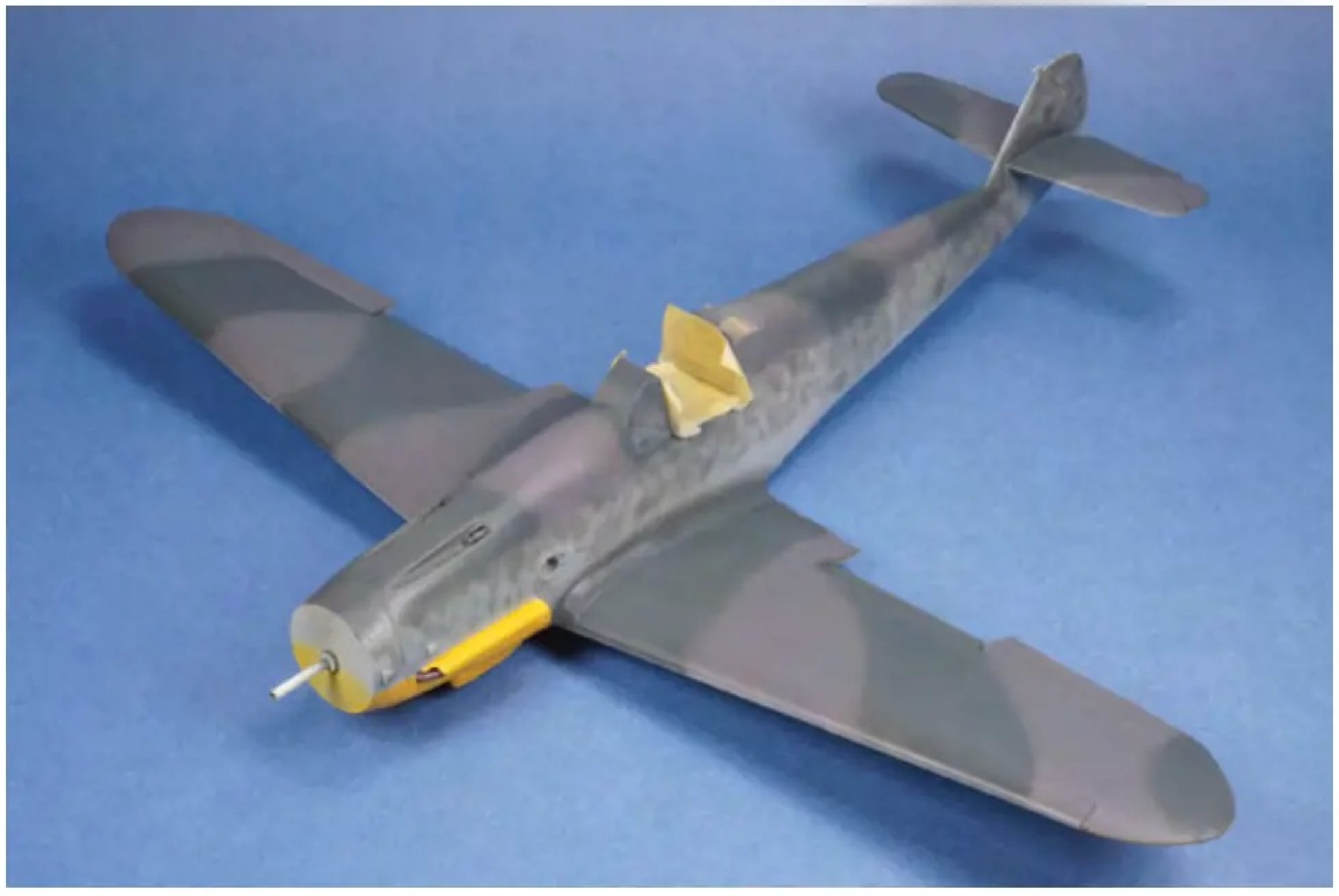
Undercarriage bay walls assemble from several pieces that must join with the wing spar, and it's useful to assemble these parts with the spar as a jig. However, in hindsight, it's recommended this is tackled before the spar is attached to the cockpit underside. The wheel wells received H70 RLM 02 Grey, before being weathered lightly with stains and dust from pastels. Rivets were accentuated by dry-brushing them with light grey.

Once assembled, it becomes obvious that Revell's ambitious multi-part wing approach is

> **"The windscreen and rear transparencies were test-fitted, and were found to sit properly"**



▲ **Disaster! When applying the upper camouflage colour, spilt paint soaked under the loosely applied masking tape and dissolved the paint underneath.**



▲ **The two-colour camouflage was airbrushed freehand, using Ze-Ro's instructions as a guide, followed by the fuselage mottling.**

The yellow theatre band and cowling were then painted thinly, ensuring the mottling below showed through.

The damaged underside was sanded and repainted, before the whole airframe was gloss-coated in readiness for the decaling.

flawed, as the fit is unsatisfactory on the upper surfaces. Several rounds of filling and sanding were required to blend the joins, but fortunately there is little in the way of panel lines or rivets to be lost during the process. I found that the wing-root join was excellent though, and required no filling.

Once the wings are in place, the ailerons, flaps and radiator flaps must be installed on the trailing edges, and the top of the radiator flaps need care when attaching as there is little in the way of contact surfaces for glue.

Tailing off

The empennage was tackled next, and is obviously designed to allow the control surfaces to move… an aspect that this modeller regards as a gimmick, so they were positioned appropriately and fixed permanently. The fin tip is another constructional oddity, comprising halves that then sit on top of a vertical tab; the join is supposed to represent a panel line but, until Revell achieves Tamiya-like fit quality, these attempts are likely to fail, I'm afraid. More fettling was required to achieve an acceptable seam.

When the airframe was substantially together, a coat of Mr. Surfacer 1200 was airbrushed as a primer to check for seam faults. Several were detected, and duly rectified, after which it was time to reflect on the upcoming painting.

According to Ze-Ro's painting/decaling guide, the colour scheme comprised RLM 74 Grey Green and RLM 75 Grey Violet upper surfaces, with RLM 76 Light Blue undersides, for which Mr. Hobby's H68, H69 and H417 were selected respectively. Fuselage mottling was considerable, involving predominantly RLM 74/75 with occasional patches of RLM 02 Grey Green. Cowling and wingtip undersides were to be RLM 27 Yellow as friend/foe recognition markings. The interesting part is that the rest of the cowling and a fuselage theatre band are also in this colour, albeit in a thin layer so the original mottling shows though. The reasoning is that the factory-applied RLM 27 was finished professionally, while the rest was applied hastily in theatre – this needs to be explained beforehand in case readers dismiss the results as poor modelling!

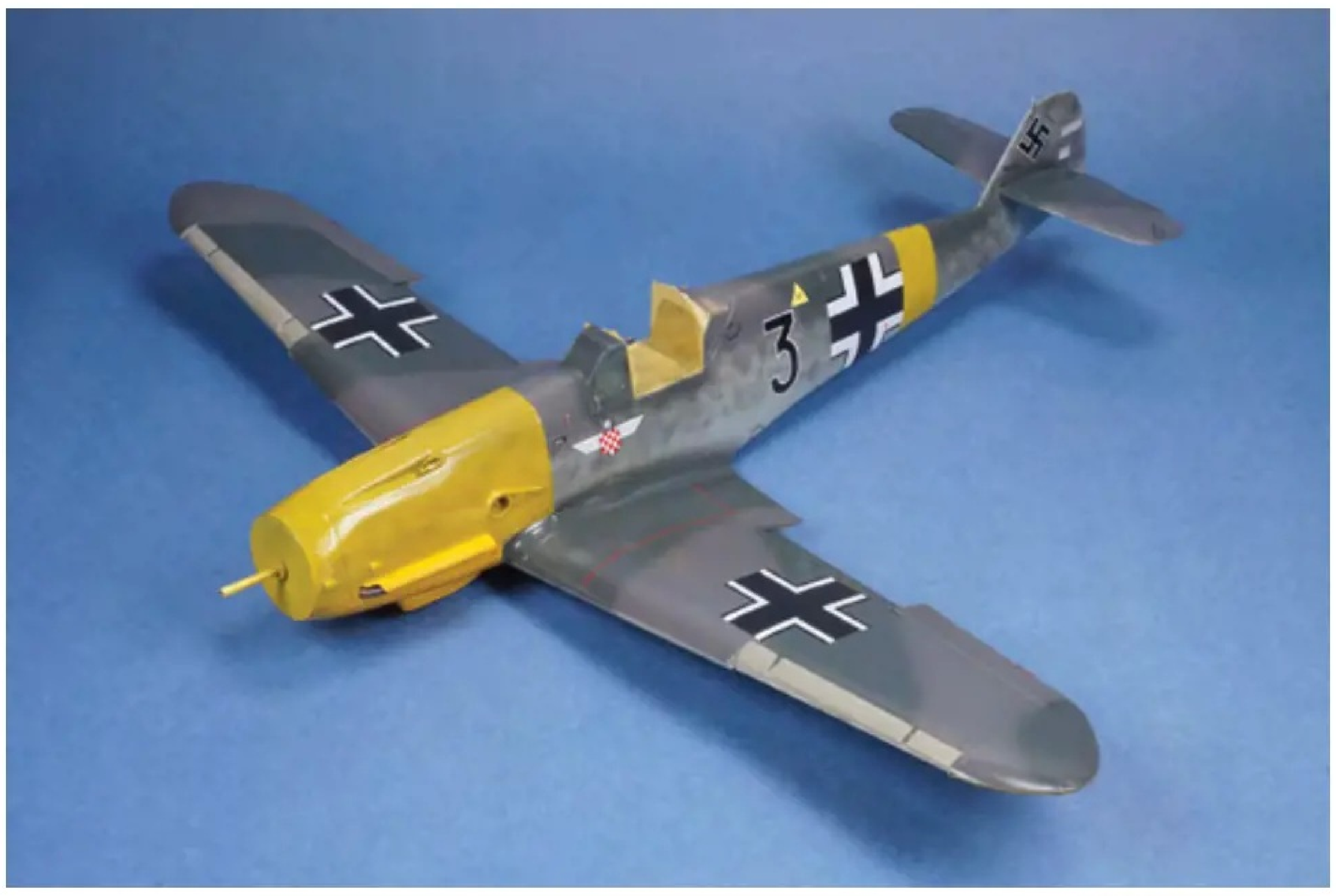
Airframe airbrushing

The underside was painted first and then the panel lines were post-shaded by adding a hint of brown to the RLM 76 to darken the tone. The effect is subtle, which means it can be difficult to see in the photos. These areas were then masked loosely with tape, allowing for a soft edge to be airbrushed on the leading edge.

The RLM 75 was freehanded initially, following Ze-Ro's painting guide for the pattern. Unfortunately, a splash of grey/violet paint fell unnoticed from the paint cup and soaked under the tape – damaging the blue undersides and staining the yellow wingtip. Once spotted, the affected sections were sanded and repainted.

RLM 74 Grey Green was sprayed freehand, as the

▶



The airframe was enlivened considerably once the decals were added; these were a mixture of kit stencils and Ze-Ro's markings.

MATERIALS AT A GLANCE

AK Interactive (ak-interactive.com)
AK476 Steel
AK893 Gauzy Agent Glass Coat

Deluxe Materials (https://deluxematerials.co.uk)
DB67 Looks Like Glass

Eduard (www.eduard.com)
632184 Bf 109G-2/4 exhaust stacks
632185 Bf 109G-2/4 undercarriage legs

Flory Models (www.florymodels.org)
FMW002 Dark Dirt

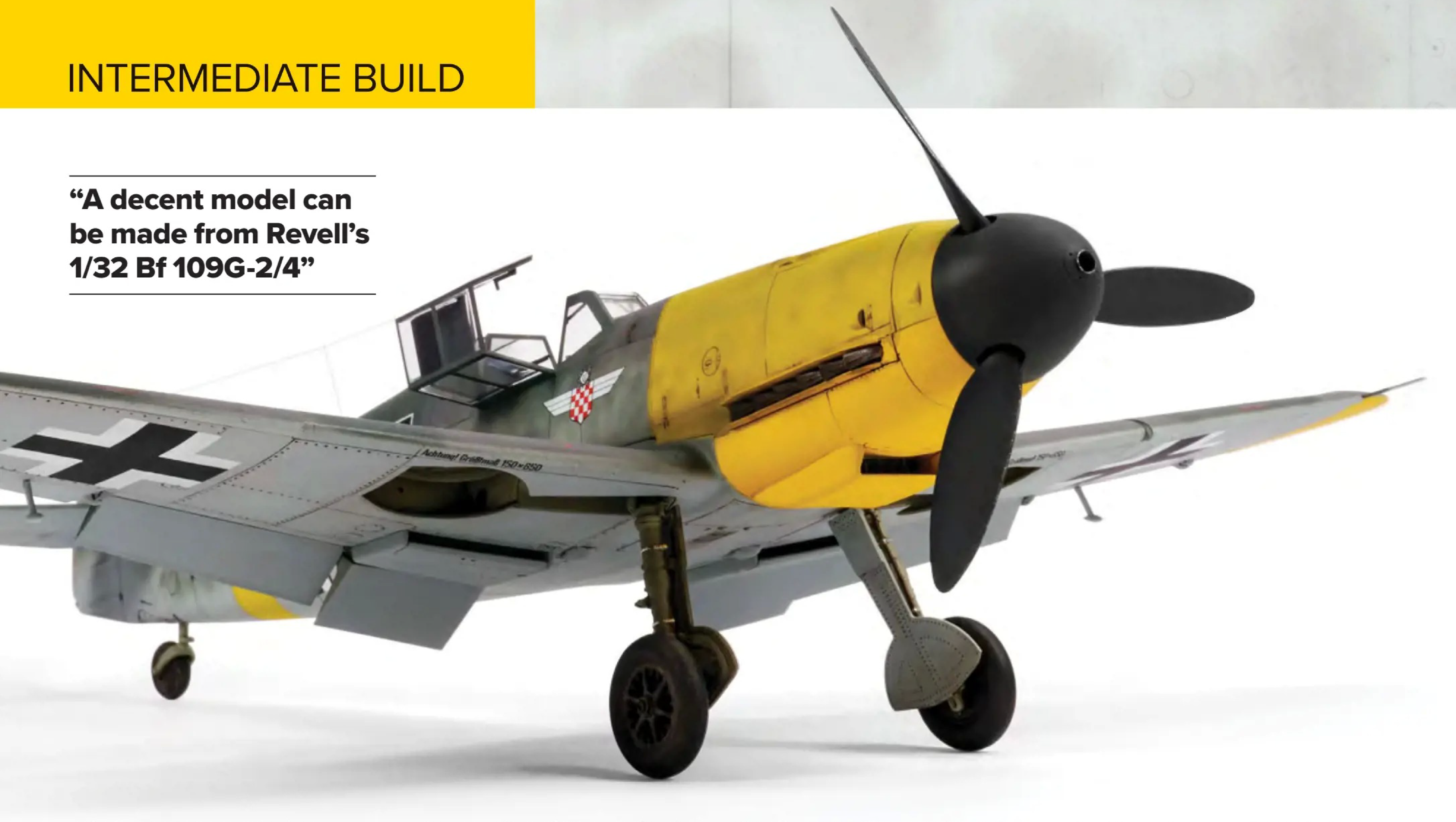
Microscale (www.microscale.com)
Micro Sol

Mr. Hobby (www.albionhobbies.com)
H68 RLM 74 Grey Green
H69 RLM 75 Grey Violet
H70 RLM 02 Grey
H416 RLM 66 Black Grey
H417 RLM 76 Light Blue
Mr. Surfacer 500
Mr. Surfacer 1200

Winsor & Newton (https://uk.winsornewton.com)
Galeria Matt Varnish

Ze-Ro (https://zerodecals.wordpress.com)
032006 15./JG 52, Lt. Cvitan Galić, Eastern Front 1942

"A decent model can be made from Revell's 1/32 Bf 109G-2/4"



painting guide revealed a departure from usual Luftwaffe hard-edged splinter pattern. Mottling was then added using both colours, followed by RLM 02, although it is largely indistinguishable in the photos.

As camouflage was completed, it was time to tackle the upper cowling panels and fuselage band, it being important not to overdo the yellow, as the underlying pattern is supposed to be subtly visible. The paint was diluted more than usual, with multiple light passes of the airbrush employed, checking the opacity after each. After going slightly too far, it was necessary to re-apply some mottling so that it could be covered with the yellow again until the desired effect was achieved.

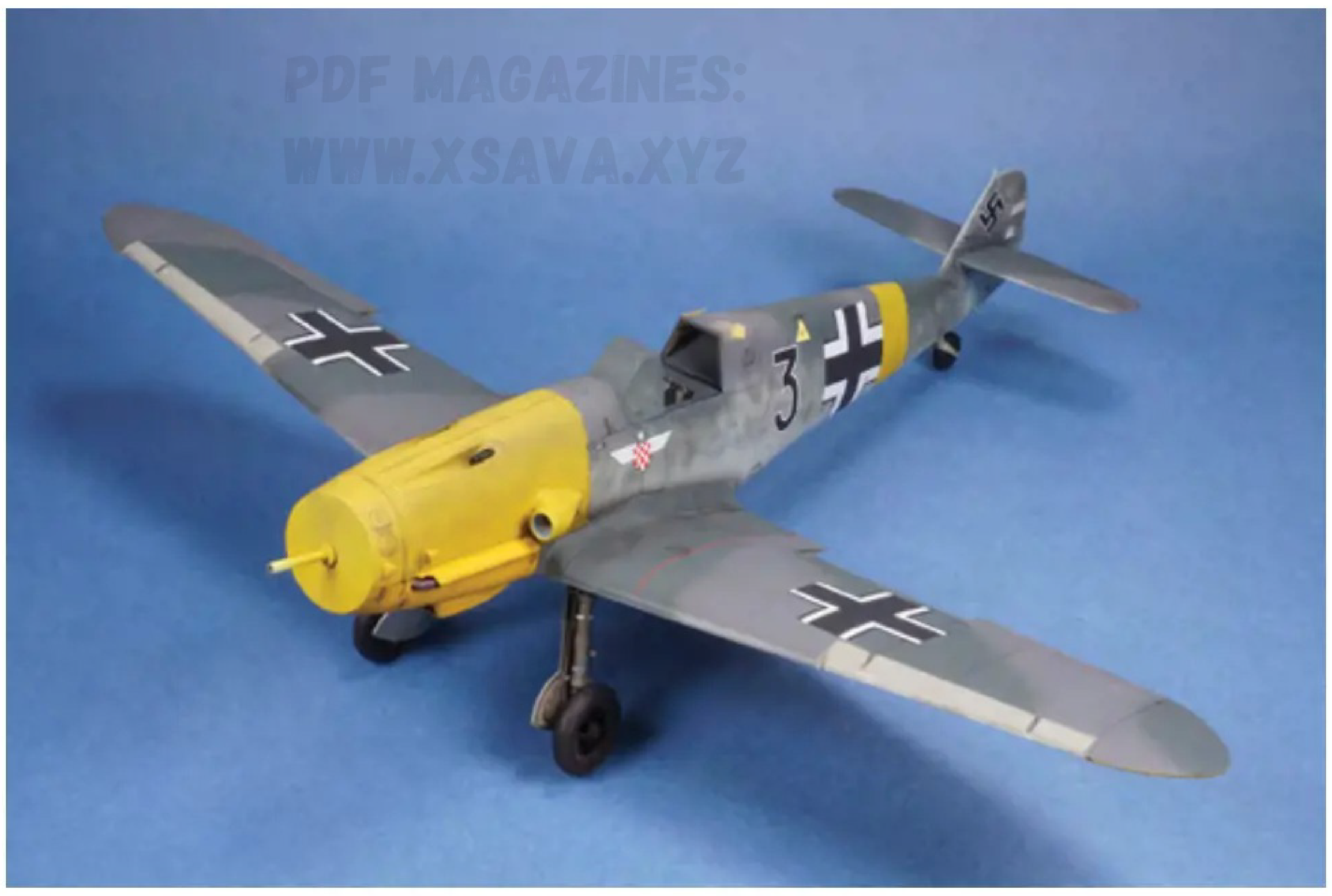
A sense of identity

Once the yellow had cured, a coat of Johnson's Klear was airbrushed over the entire airframe to ready it for decals and washes. Ze-Ro's decals were applied first (as several kit stencils must be placed over them) and they performed well, but did take a long time to release from the backing paper. They eventually came free and settled into position, conforming neatly to the few panel lines they covered, which was just as well, as Micro Sol seemed to have no effect whatsoever on them. Smaller stencils came from the kit decal sheet, although some were omitted as per Ze-Ro's instructions. Several Revell items suffered slightly from silvering, and this was neatened with a fine brush and the background colour, or simply disguised with weathering.

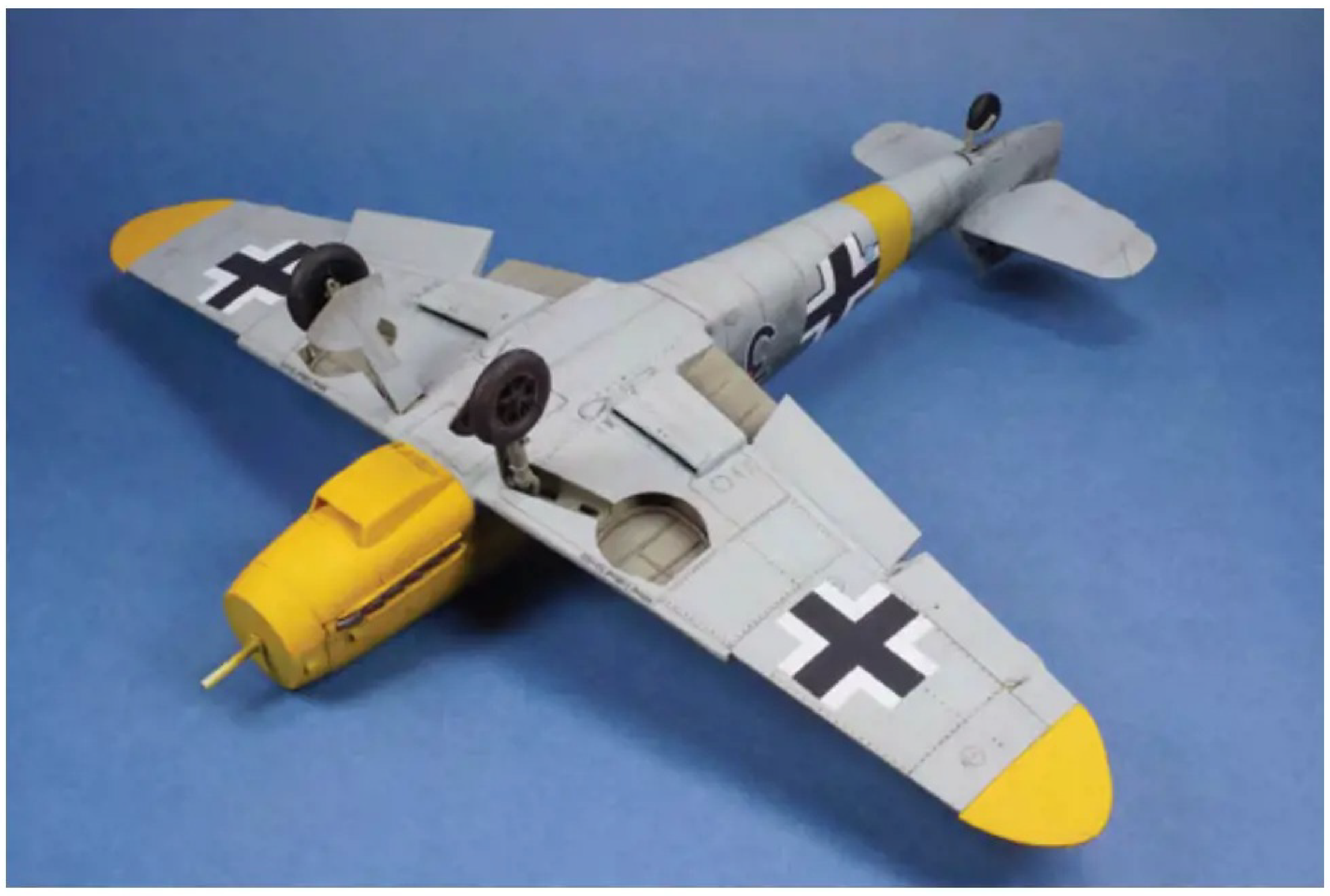
After the decals had set overnight, a Flory Models Dark Dirt wash was applied to the blue and yellow areas, followed by a homemade black pastel wash for the camouflage. Winsor & Newton's Galeria acrylic matt varnish sealed the decals and it was left to dry for 24 hours. Light weathering was applied using a mixture of Tamiya Weathering Powders, chalk pastels, and liquid wash, after which final assembly could then begin. Antenna wires were fashioned from elastic thread.

A mixed bag

The final model took 46 hours to complete, and was a mixture of good and bad; quality detail was marred by excessive flash and large attachment gates, while the decent fit was complicated by strange engineering choices and unrequited panel lines. All in all, a decent model can be made from Revell's 1/32 Bf 109G-2/4, but the result is balanced by a fair amount of effort on behalf of the modeller, and a good deal of head scratching at the firm's design choices.


PDF MAGAZINES:
WWW.XSAVA.XYZ

▲ Panel lines were darkened with a pastel wash, then matt varnish sealed everything. This was the first time the model was on its wheels.



▲ A grey-toned wash was employed on the underside panel lines as black was considered too stark for such a light colour.

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Smart Kit SK09
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SK 05

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Smart Kit SK05
PKTM03112

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Smart Kit SK06
PKTM03117

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SK 03

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Smart Kit SK03
PKTM03118

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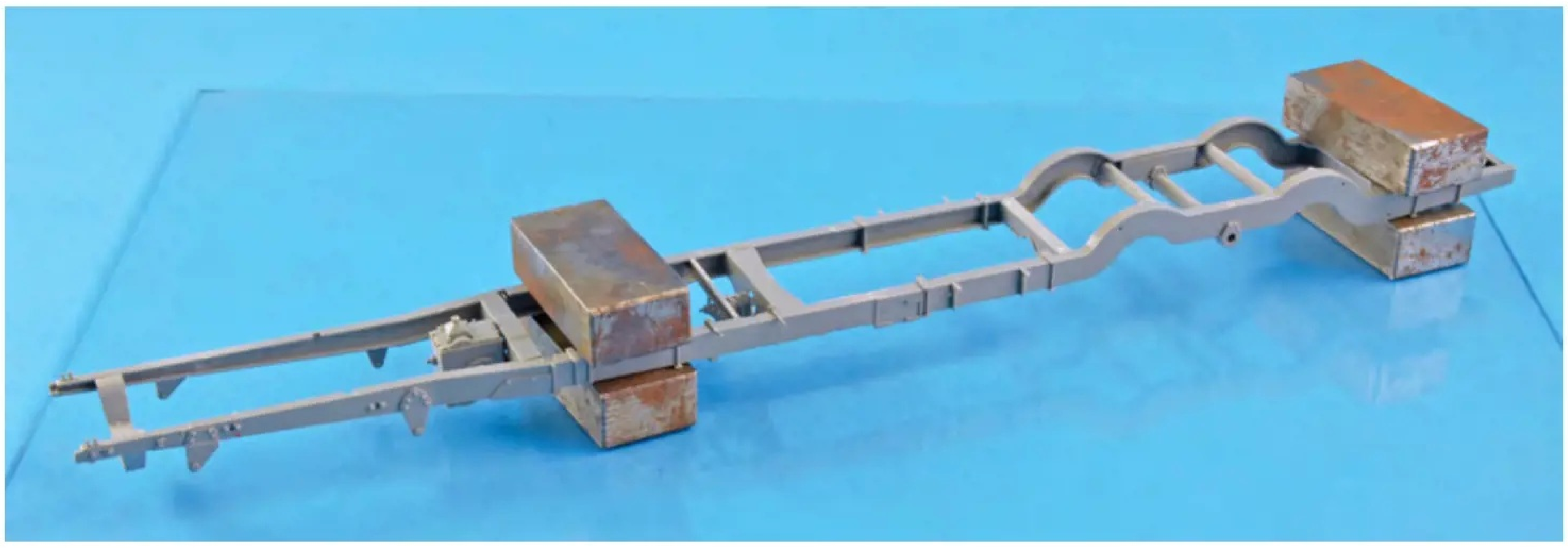
SK 08

Starscream
Smart Kit SK08
PKTM03121

TRANSFORMERS
BUMBLEBEE
SK 04

Arcee
Smart Kit SK04
PKTM03128

A Bus at War

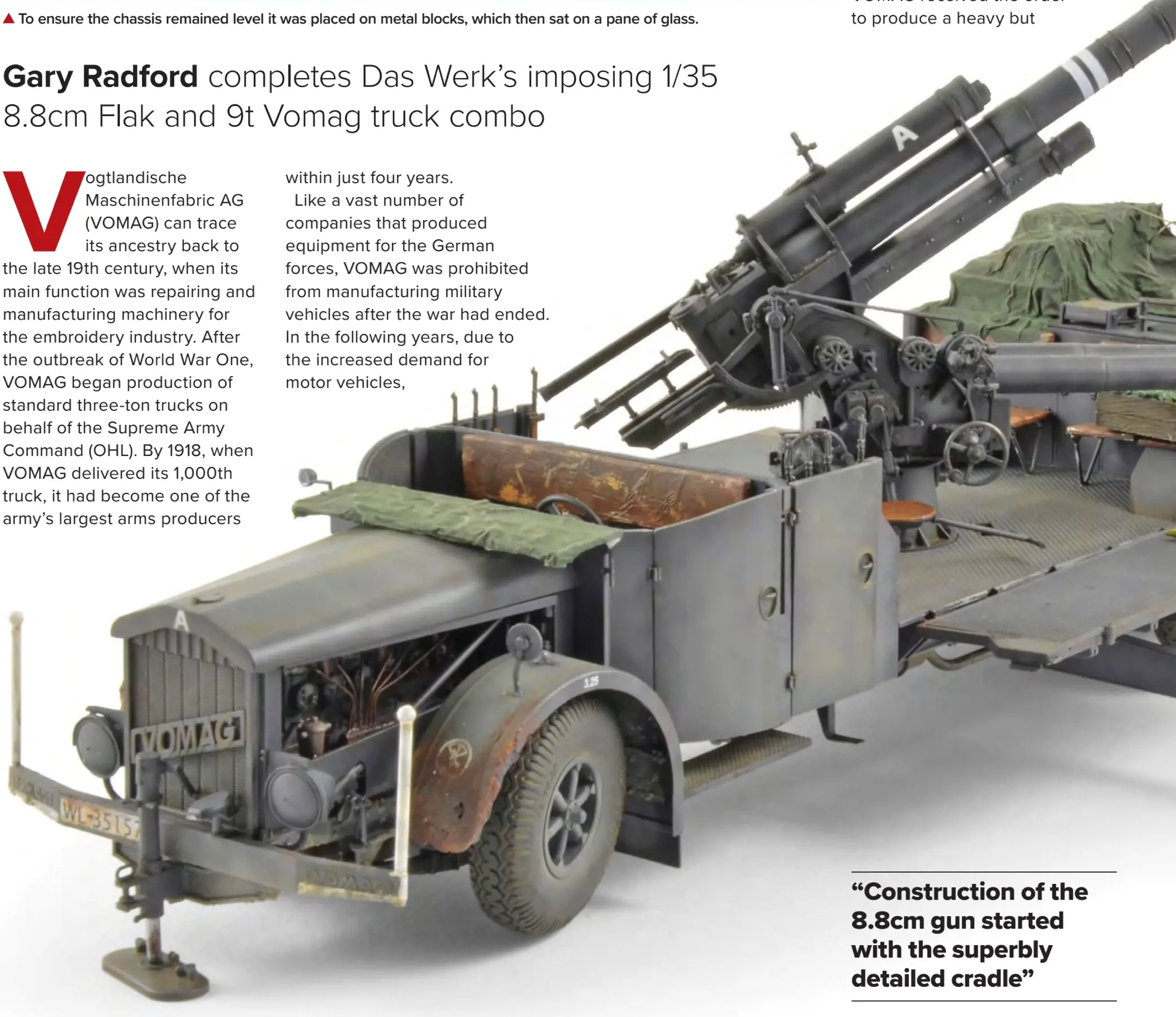


▲ To ensure the chassis remained level it was placed on metal blocks, which then sat on a pane of glass.

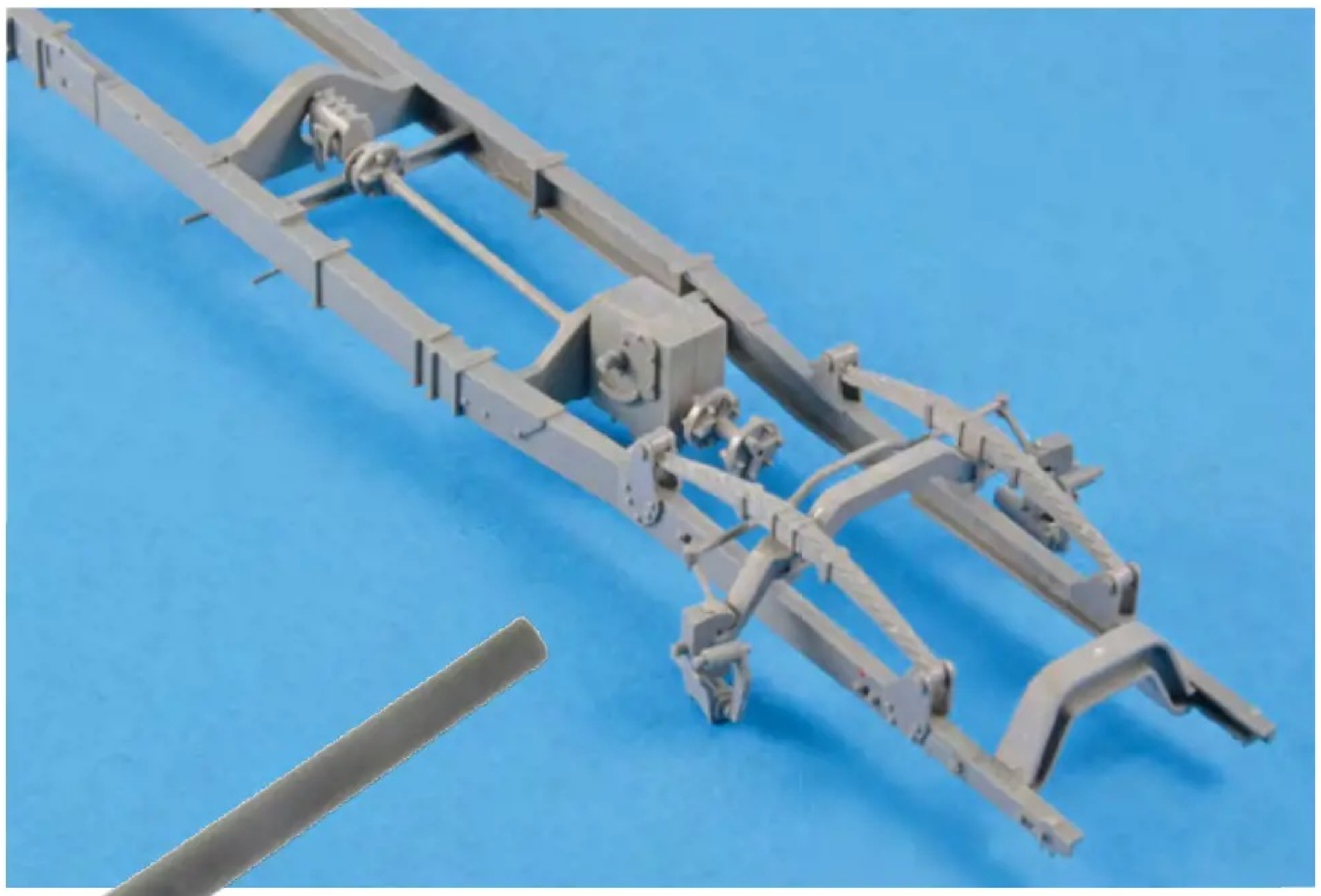
Gary Radford completes Das Werk's imposing 1/35 8.8cm Flak and 9t Vomag truck combo

Vogtlandische Maschinenfabric AG (VOMAG) can trace its ancestry back to the late 19th century, when its main function was repairing and manufacturing machinery for the embroidery industry. After the outbreak of World War One, VOMAG began production of standard three-ton trucks on behalf of the Supreme Army Command (OHL). By 1918, when VOMAG delivered its 1,000th truck, it had become one of the army's largest arms producers within just four years.

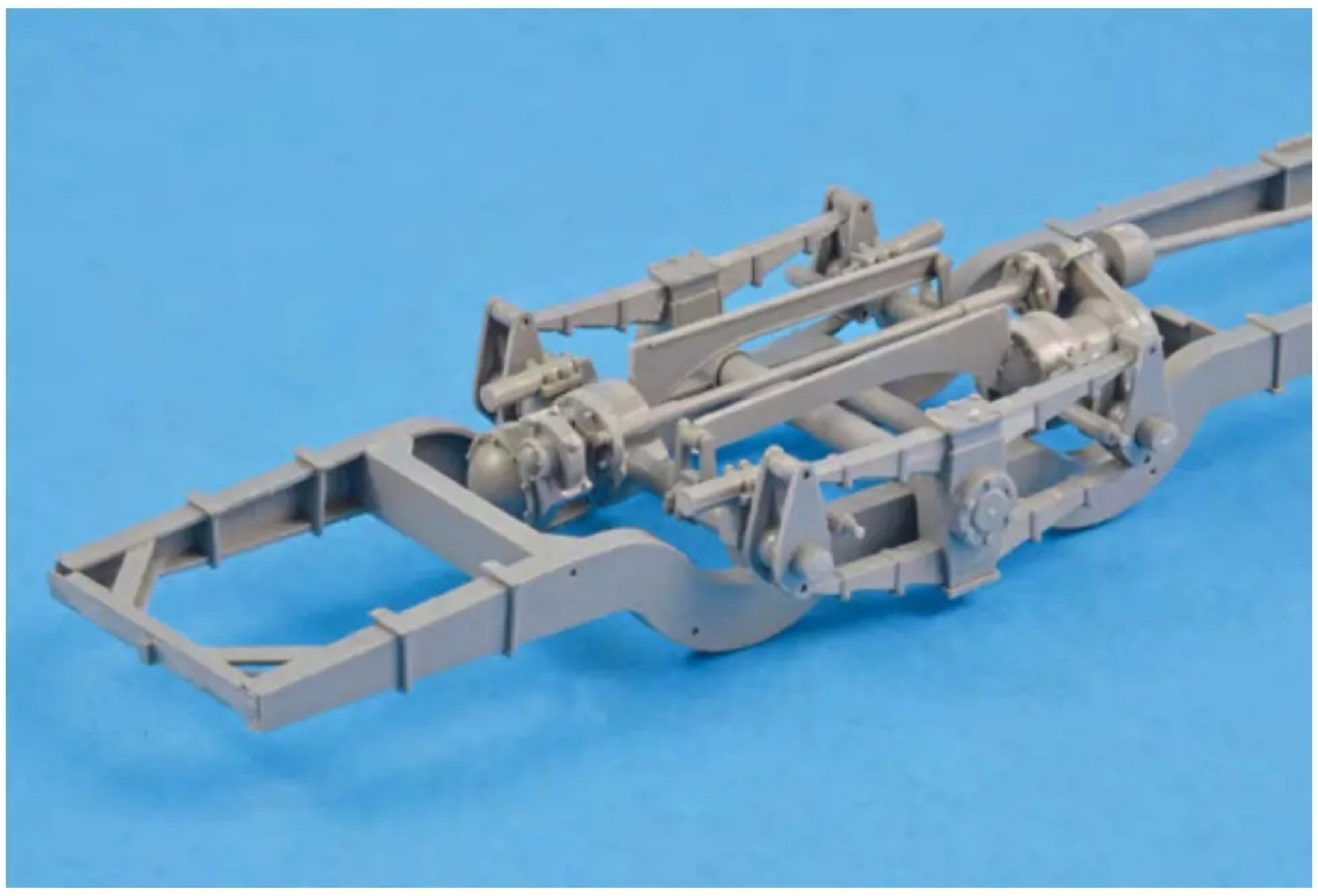
Like a vast number of companies that produced equipment for the German forces, VOMAG was prohibited from manufacturing military vehicles after the war had ended. In the following years, due to the increased demand for motor vehicles, VOMAG managed to secure major orders – especially buses – and vehicles for civic functions. One such example was a massive single-deck bus, fitted with three axles, and more than 6m in length. With the rise of the National Socialist Party under the leadership of Adolf Hitler, there was a substantial upsurge in military vehicle production and, in 1940, VOMAG received the order to produce a heavy but



"Construction of the 8.8cm gun started with the superbly detailed cradle"



▲ Although the steering is not movable, the wheels can still be fixed at an angle if desired.



▲ Care must be taken when assembling the rear axle unit to ensure correct alignment.

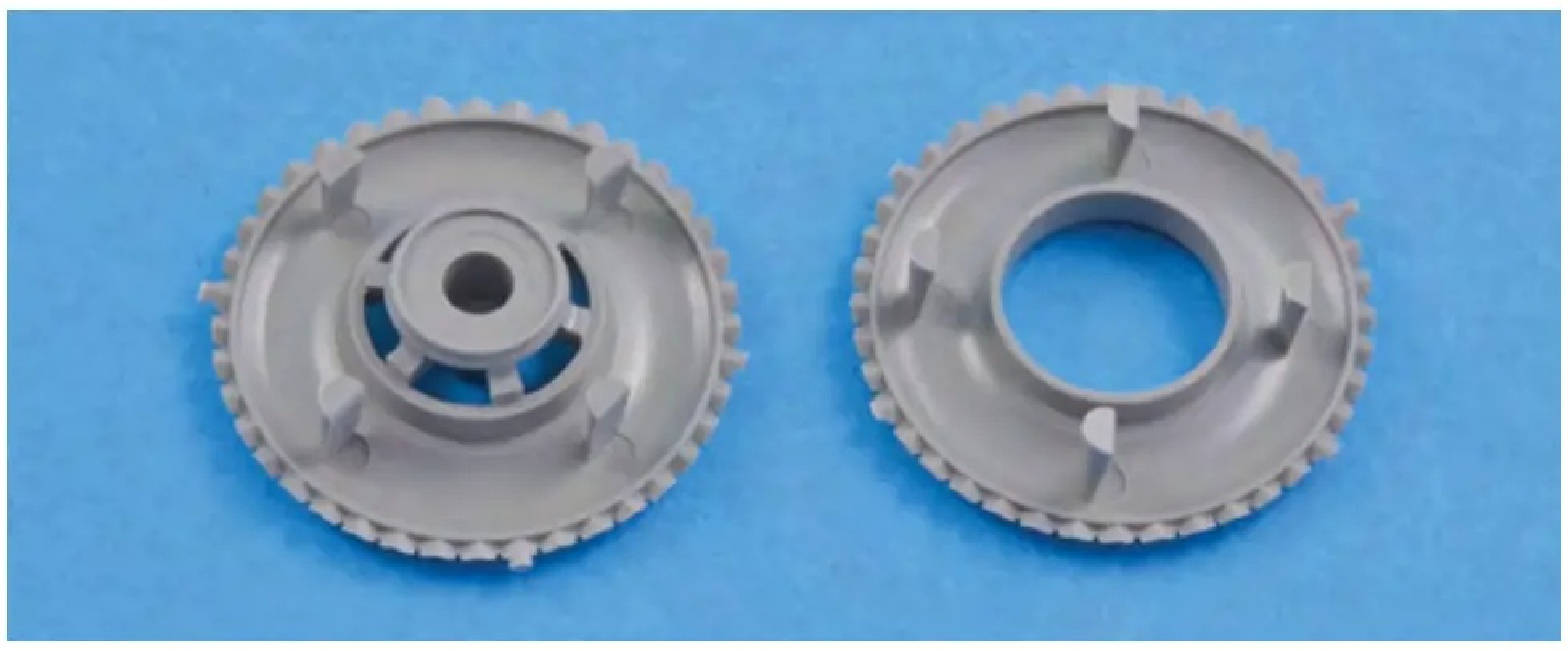
mobile anti-aircraft machine capable of carrying and firing the Flak 88. Approximately 21-24 (exact number unknown) were built and used primarily to defend German cities with the Führerbegleitbrigade (FBB – or Führer Escort Brigade) under the command of Erwin Rommel and later Otto Ernst Remer.

As the war progressed, responsibility began to switch from anti-aircraft to the anti-tank role; some VOMAGs were equipped with a gun shield to offer a modicum of protection for the crew. To accommodate this the gun deck was altered by removing the crew seats, which provided more room to manoeuvre and allowed quicker operation. None of the Selbstfahrlafette auf Fahrgestell VOMAG 7 or 660 mit 8.8cm Flaks survived the war... the last being destroyed at the Siege of Budapest in 1945. ▶

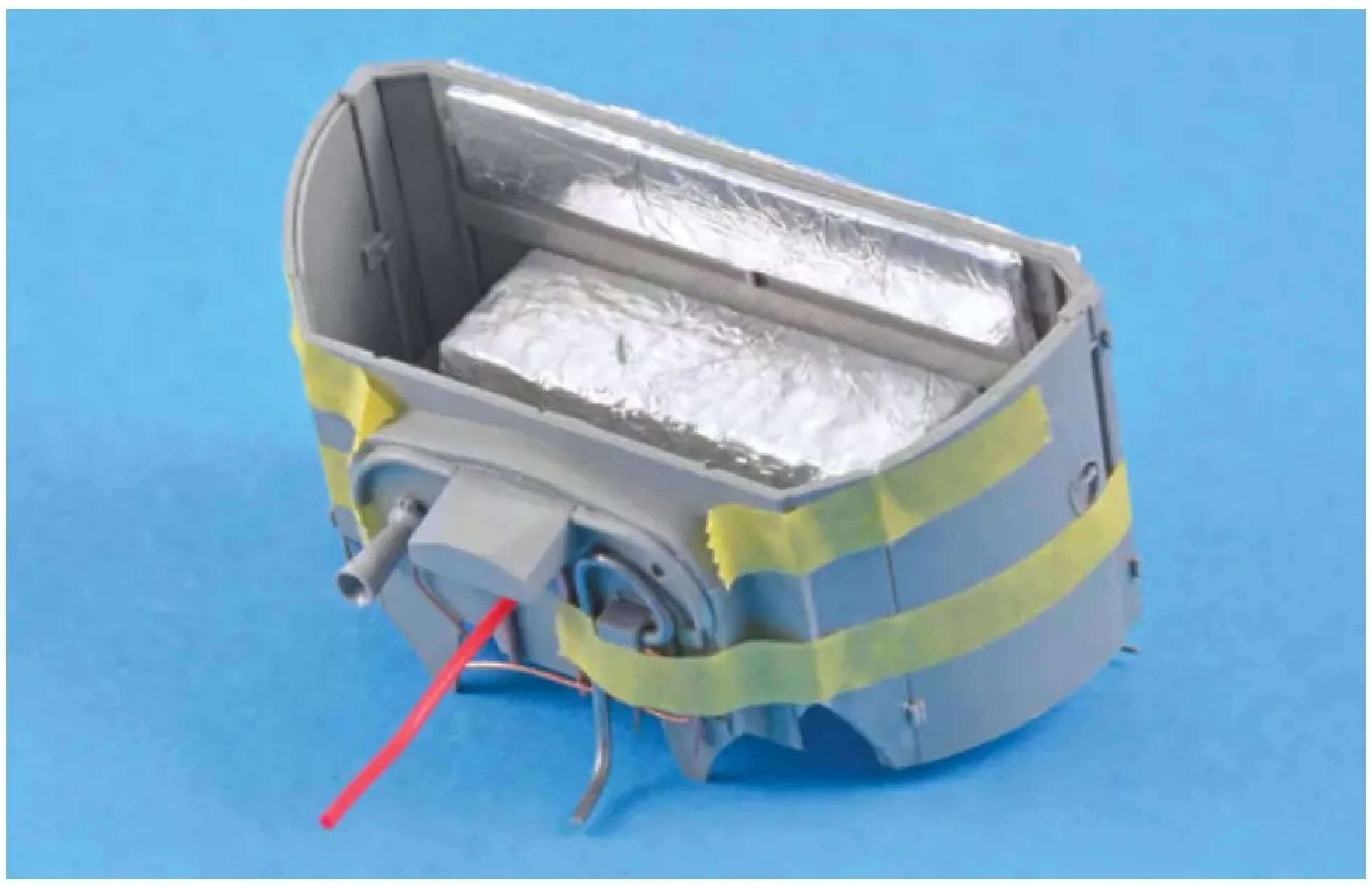
MODEL SPEC

8.8cm Flak on 9t VOMAG truck
By: Das Werk
Stock Code: DW35024
Scale: 1/35
Price: £74:95
Available from:
www.albionhobbies.com

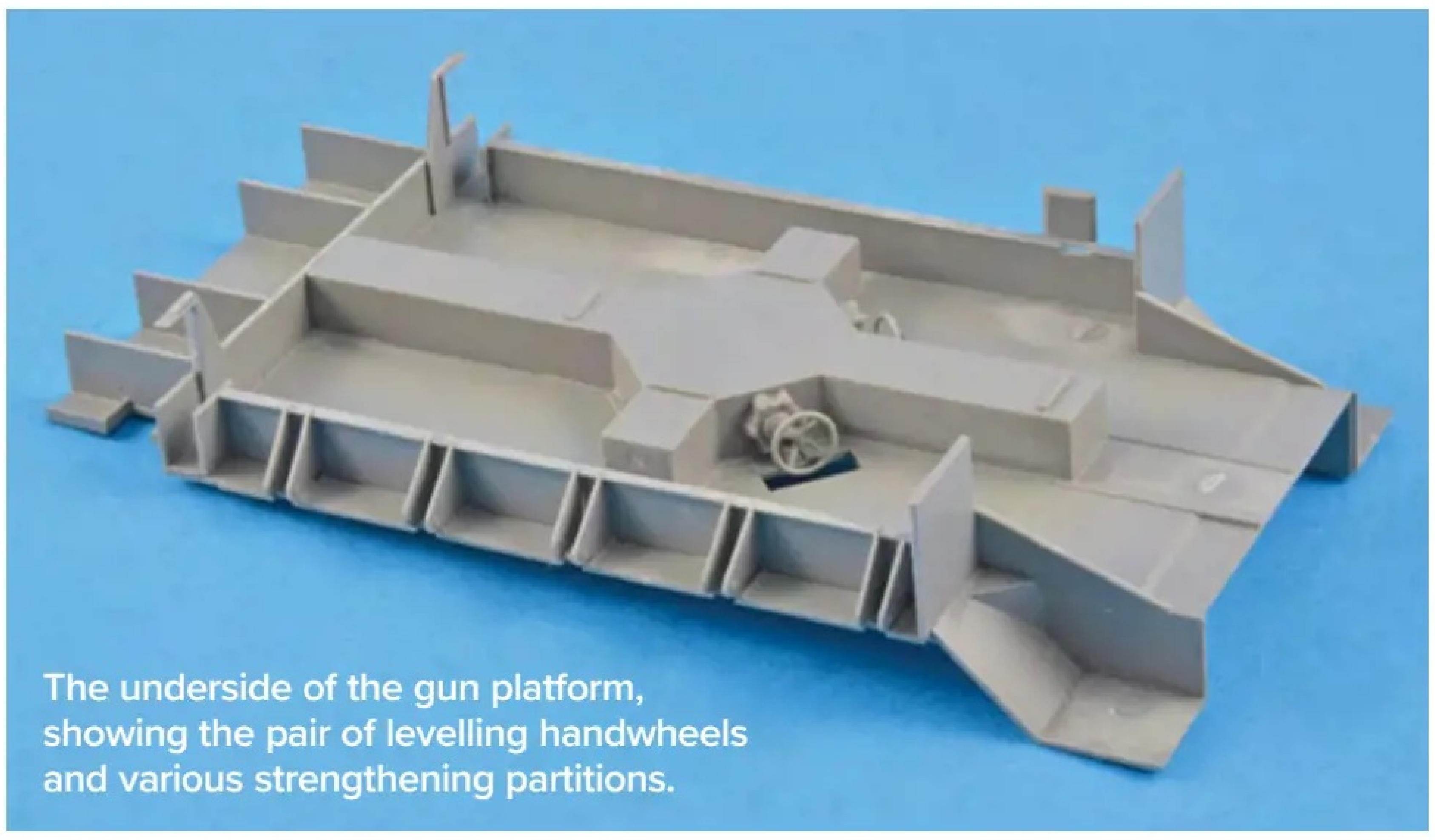
Das Werk
8,8cm Flak auf 9t VOMAG
1/35
DW 35024



▲ Several components suffer from extended ejector-pin towers, as evidenced here on the inside of the wheels.

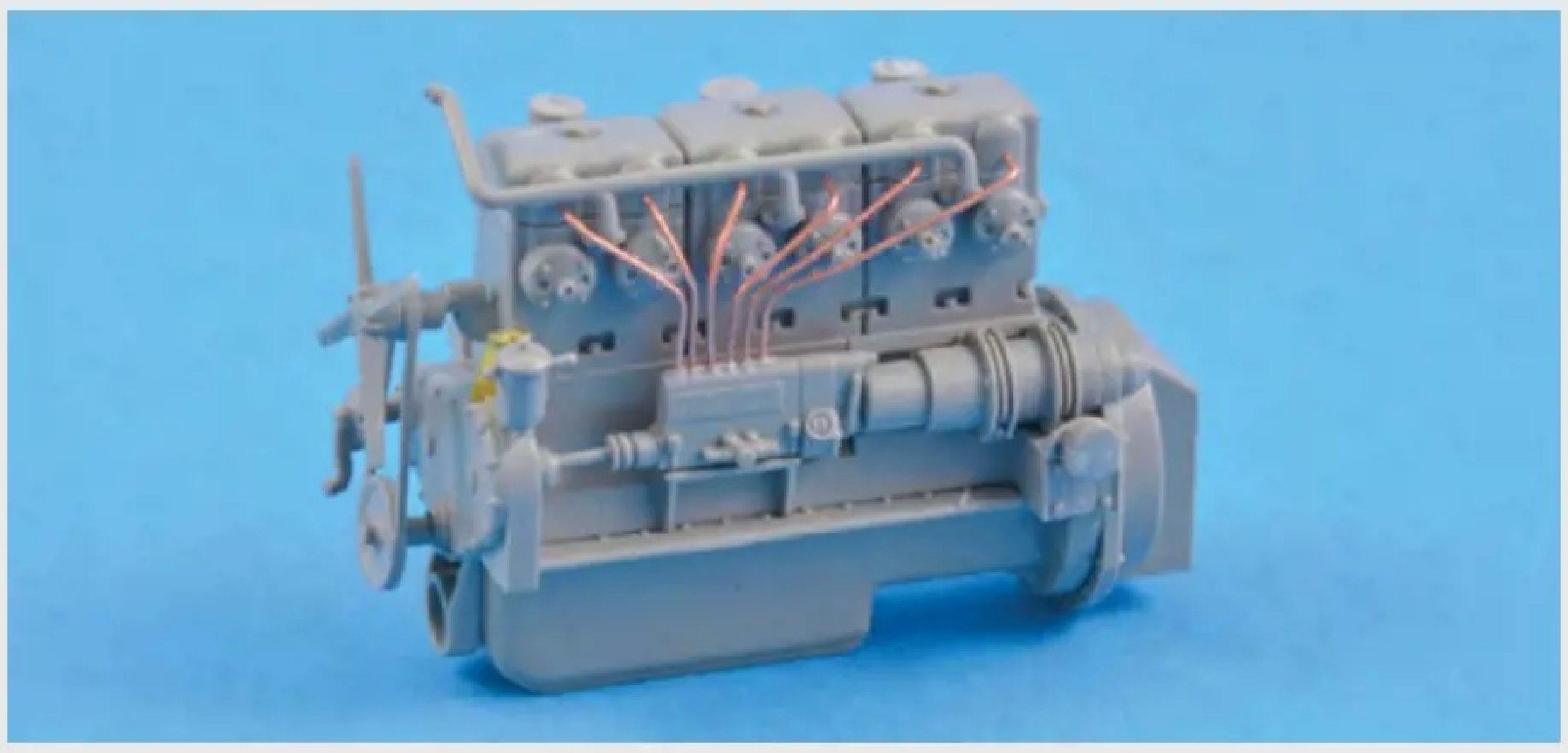


▲ Tamiya masking tape was used to hold the parts of the cab in place until the cement had set, while aluminium foil from a chocolate biscuit was used to simulate the canvas covers on all the seats.

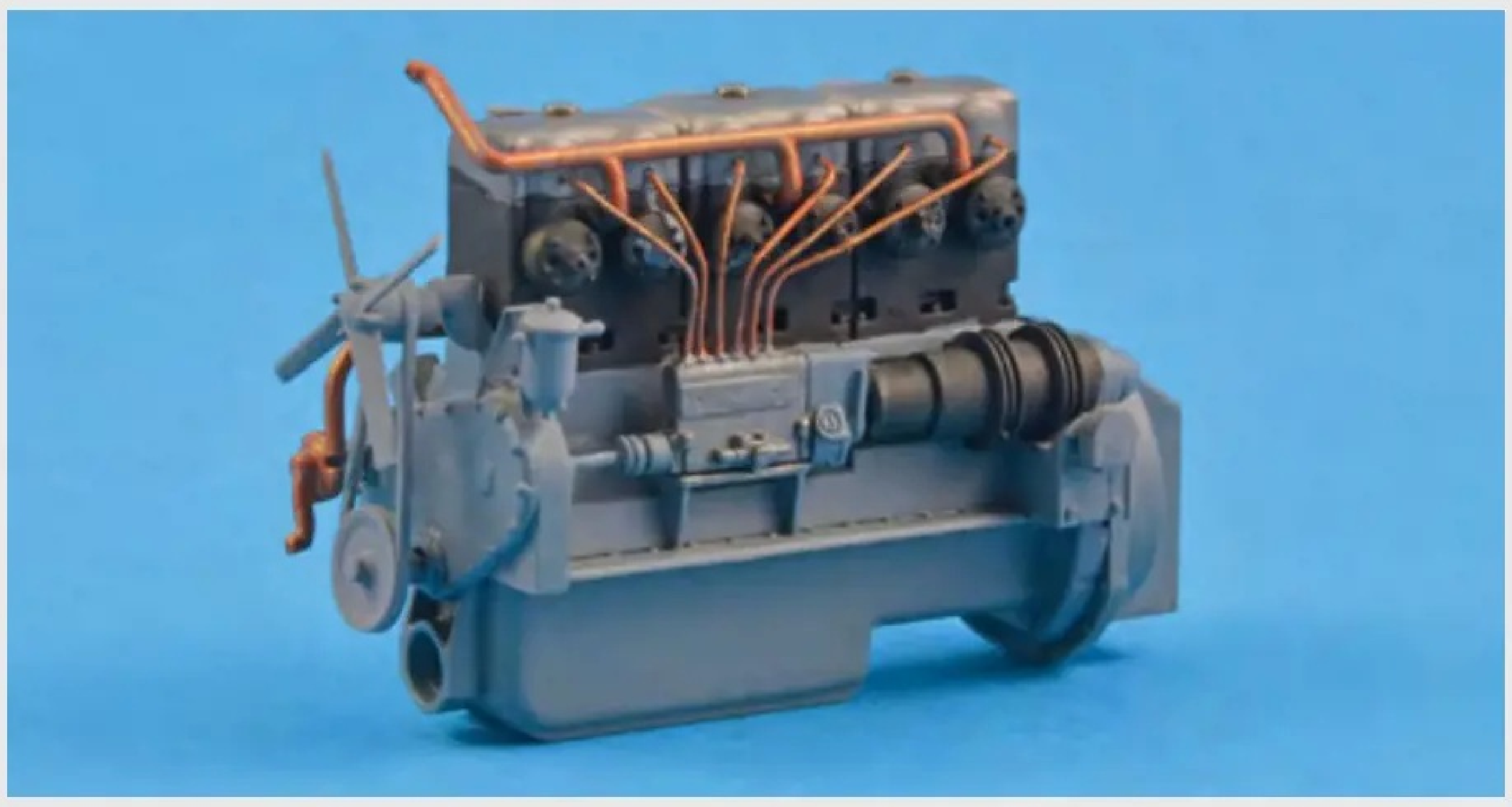


The underside of the gun platform, showing the pair of levelling handwheels and various strengthening partitions.

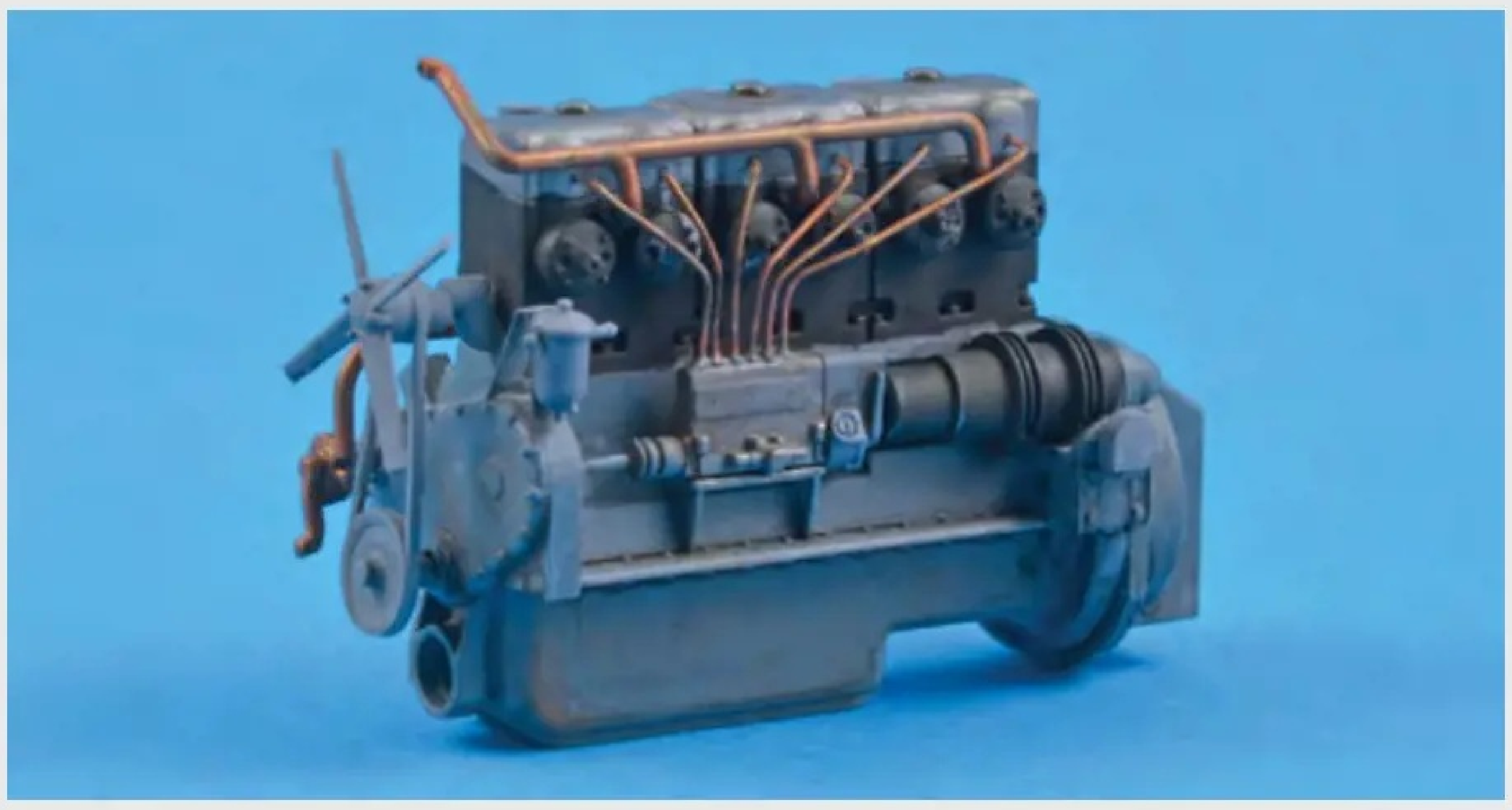
PERFECT POWERPLANT



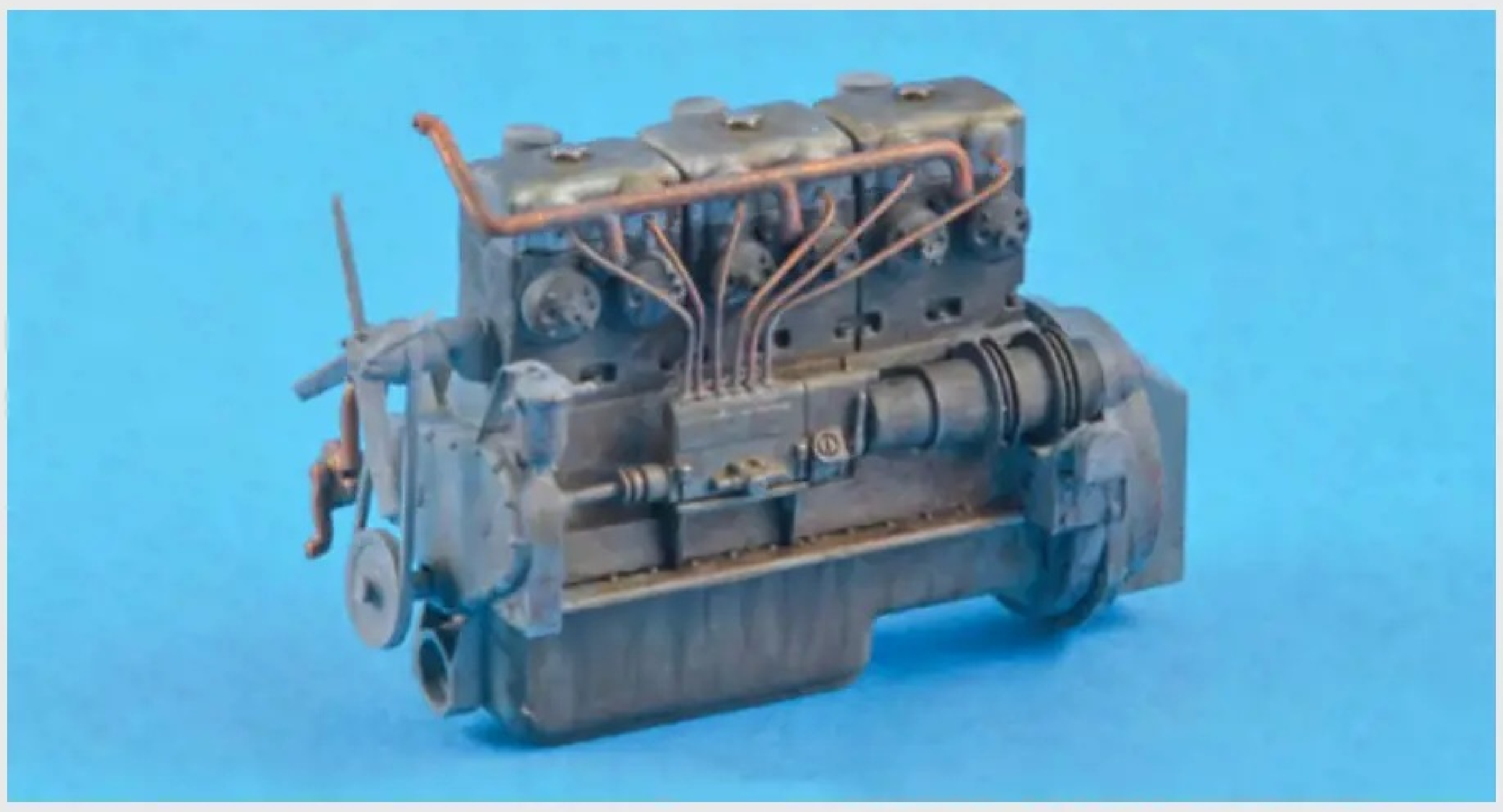
▲ Having decided to display part of the engine, extra detail was added accordingly.



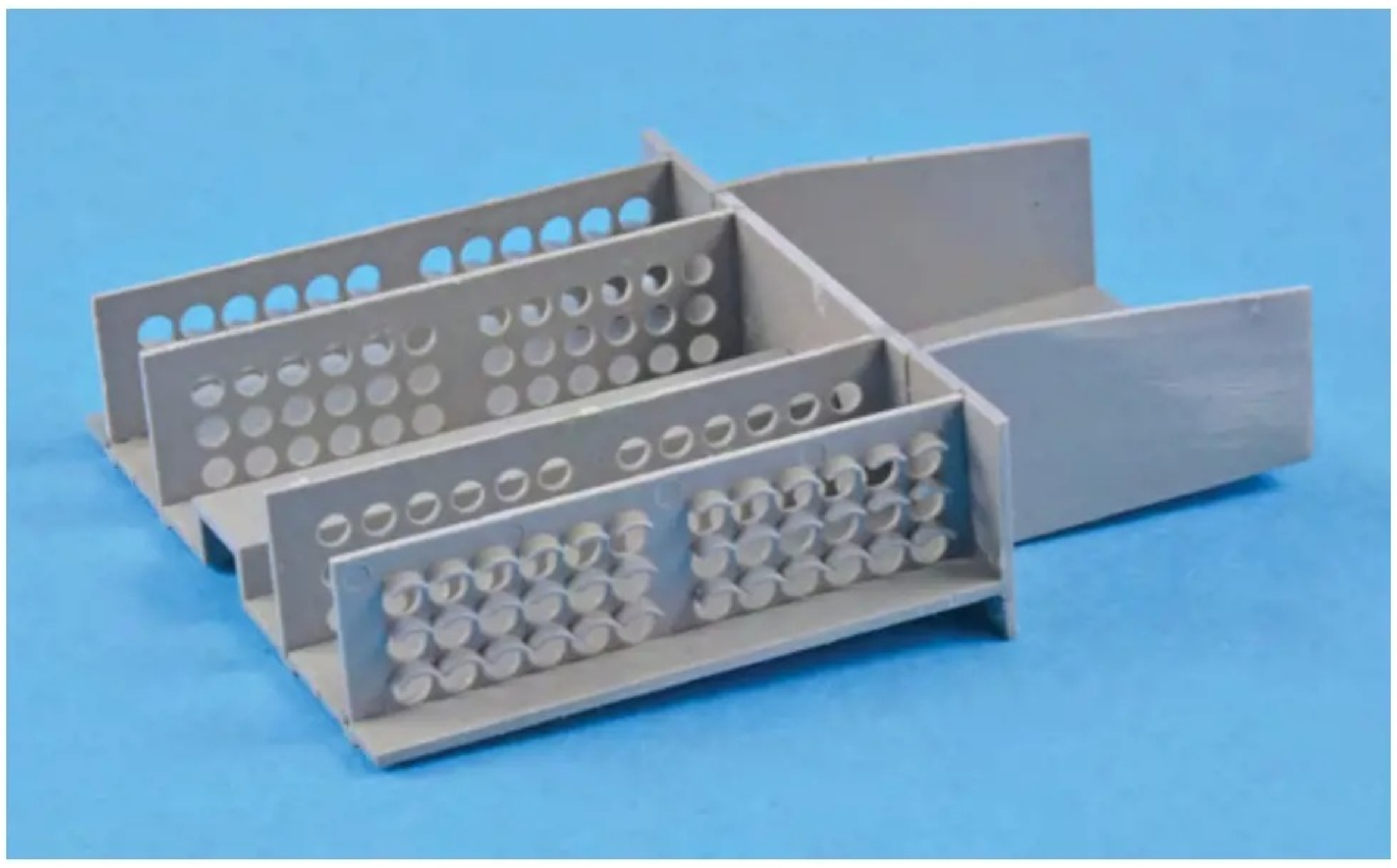
▲ The engine was sprayed with grey primer before being block-painted in 213 Stainless on the cylinder heads, 70.950 Black for the cylinders themselves and XF-82 Ocean Grey on the crank case. Pipework received 70.999 Copper.



▲ Diluted 70.950 Black was applied to a dampened surface and, when dry, this was followed by a coat of well-diluted 70.871 Leather Brown.



▲ A pin wash of thinned Lamp Black oil paint was applied to the grey area. While still wet, both Damp and Dry Dust Pigments were added to help simulate grime. To simulate oil and grease on the upper section, thinned Burnt Umber and Burnt Sienna oil paint was blended into the surface using a soft, thinner-moistened brush. The same procedure was employed around the sump to replicate streaking.



▲ Das Werk has provided internal and external racks for the ammunition. The VOMAG could hold a total of 72 x 8.8cm shells in the lockers.

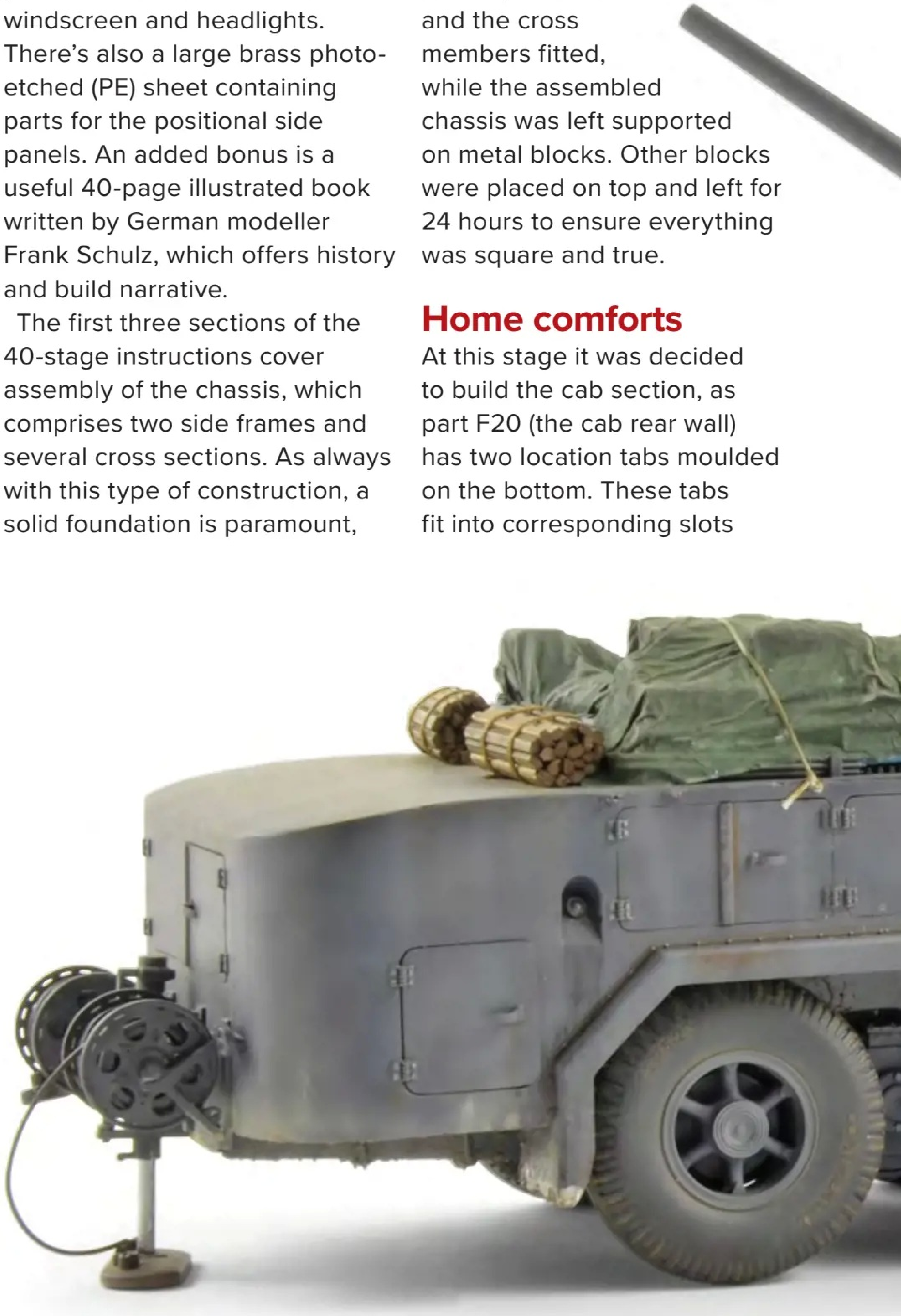
Joint venture

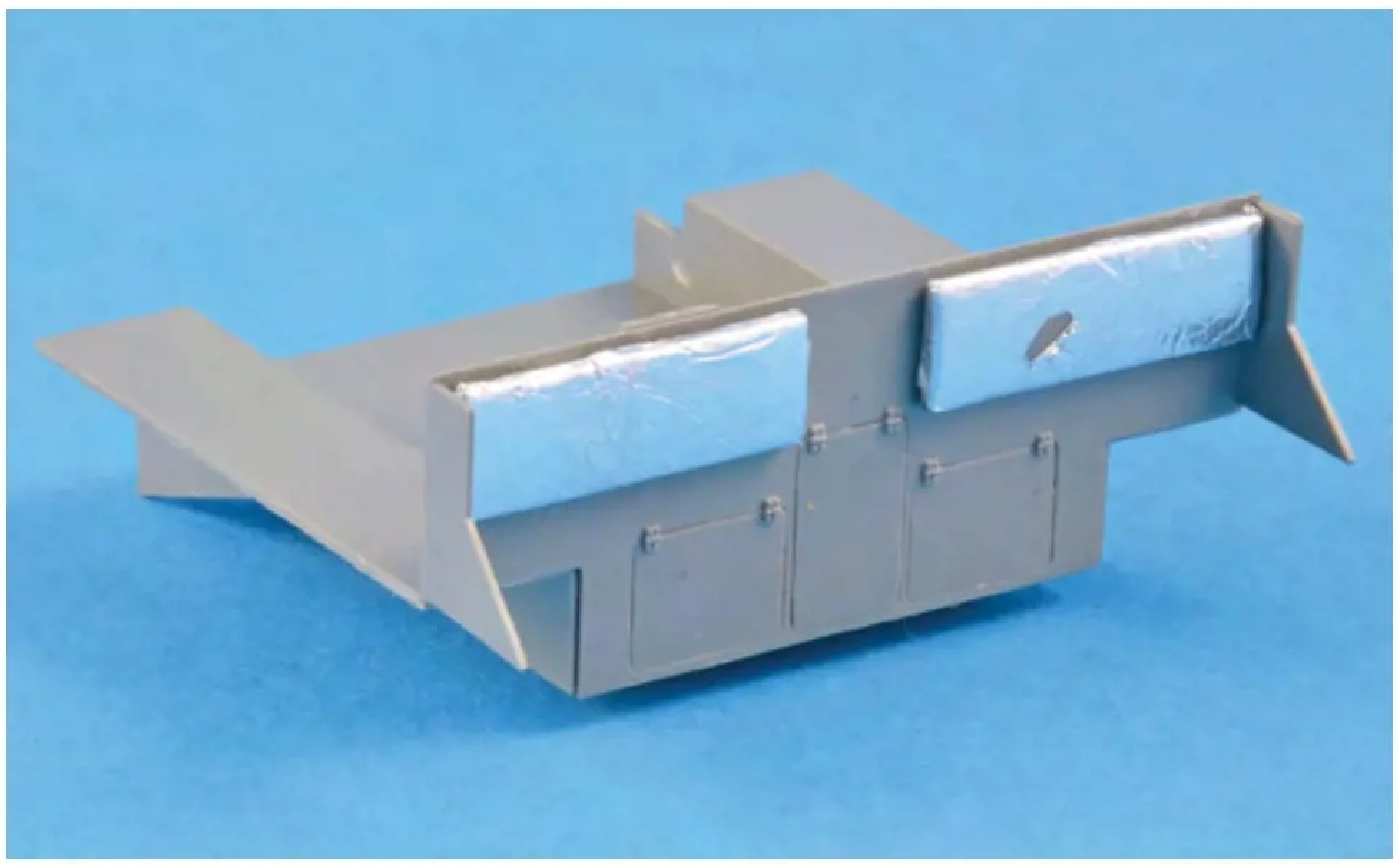
Das Werk produced this kit in association with TAKOM and first impressions suggest the venture has paid dividends. You're supplied with 17 grey runners plus a small clear frame for the windscreen and headlights. There's also a large brass photo-etched (PE) sheet containing parts for the positional side panels. An added bonus is a useful 40-page illustrated book written by German modeller Frank Schulz, which offers history and build narrative.

The first three sections of the 40-stage instructions cover assembly of the chassis, which comprises two side frames and several cross sections. As always with this type of construction, a solid foundation is paramount, especially with a kit of this size (30cm long). It's also essential to ensure all wheels come into contact with the ground simultaneously. The side frames were laid on a glass pane from an old picture frame and the cross members fitted, while the assembled chassis was left supported on metal blocks. Other blocks were placed on top and left for 24 hours to ensure everything was square and true.

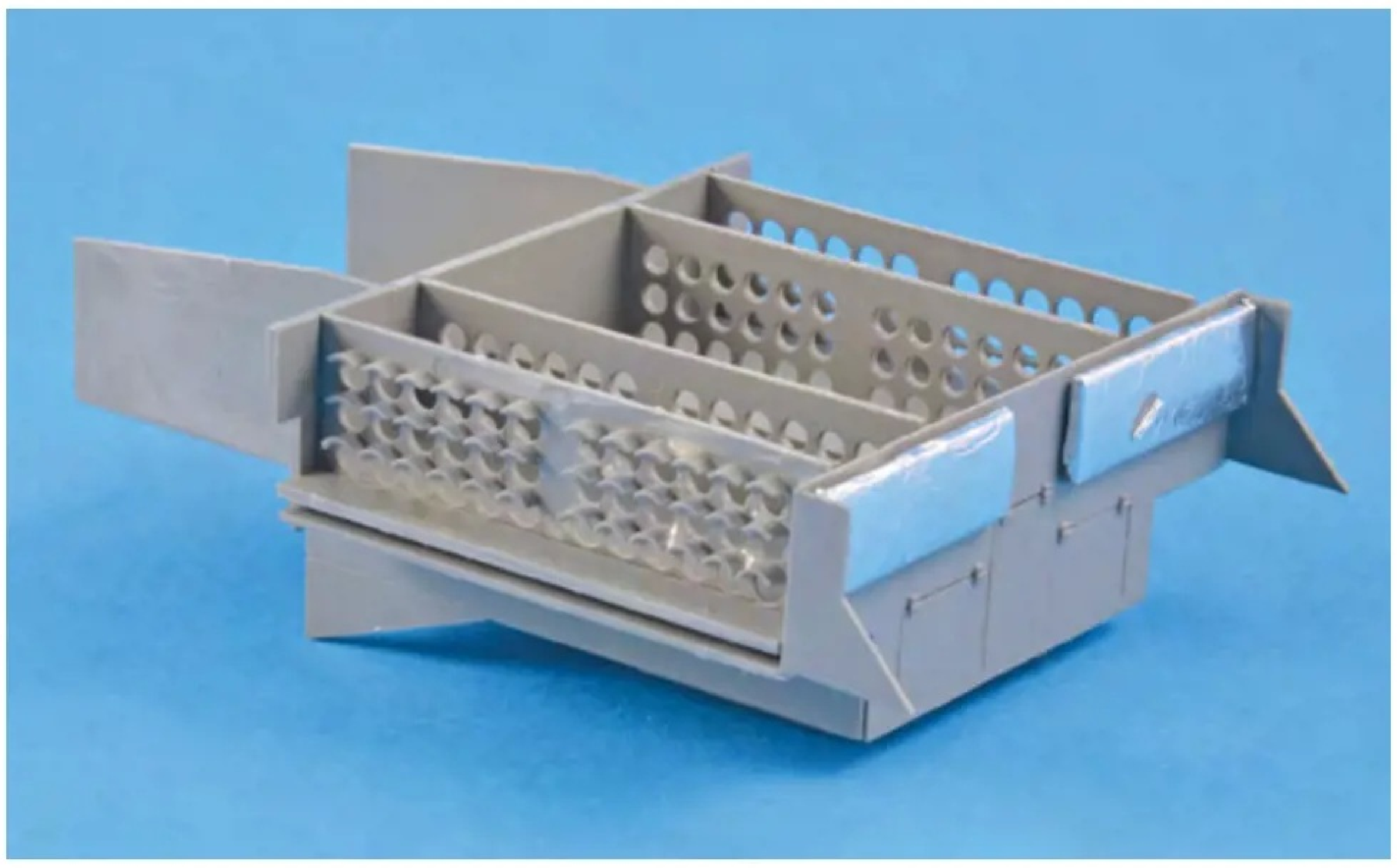
Home comforts

At this stage it was decided to build the cab section, as part F20 (the cab rear wall) has two location tabs moulded on the bottom. These tabs fit into corresponding slots





▲ **The ammunition locker floor and bulkhead, which forms the rear of the gun platform, with integrally moulded locker doors.**

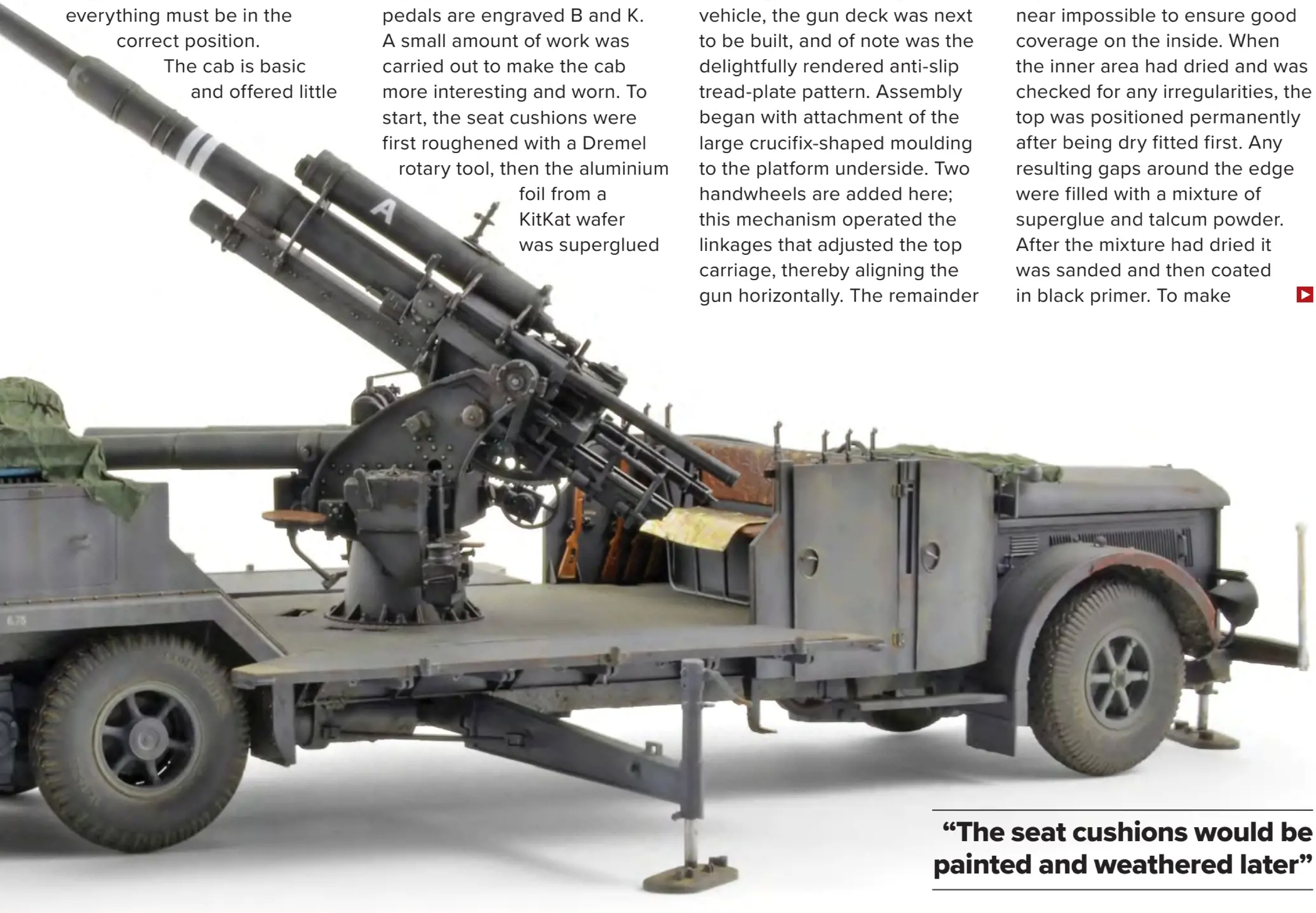


▲ **No fit issues were encountered with the racking when the parts were attached to the inside of the locker.**

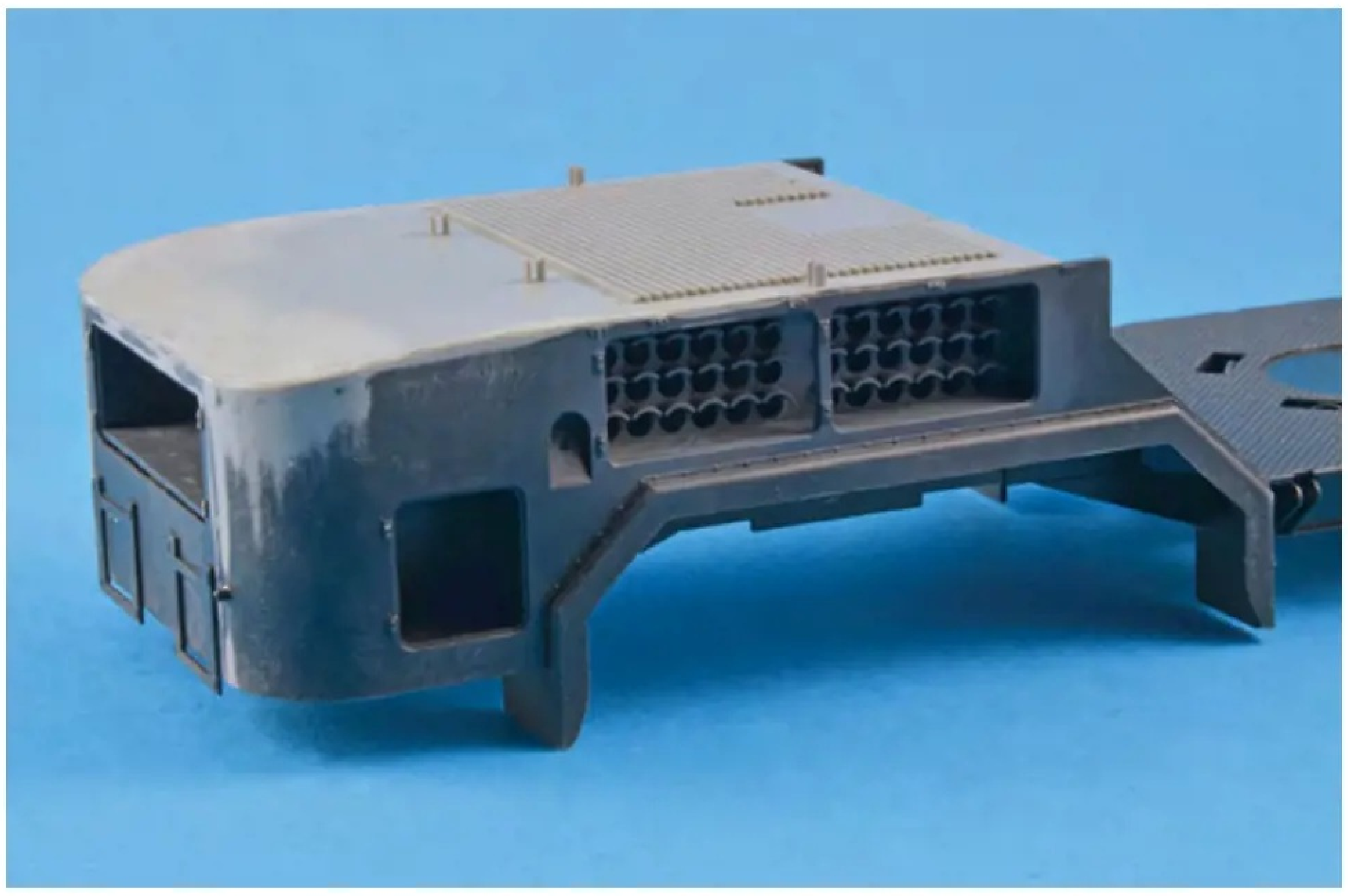
in the chassis, but for some reason these are the only two true locating points on the whole thing. By attaching the cab, the side panels of the engine compartment can be fitted accurately, followed by the radiator. Likewise, the gun platform butt-joins with the cab rear, followed by the large ammunition locker, so everything must be in the correct position.

The cab is basic and offered little in the way of protection for the crews in adverse weather. Having consulted the internet, no evidence was found to show a cover was fitted over the cab. One photo showed tilt hoops fitted, but these only covered the gun platform. Das Werk has added just about as much detail into the cab as it could; even the brake and clutch pedals are engraved B and K. A small amount of work was carried out to make the cab more interesting and worn. To start, the seat cushions were first roughened with a Dremel rotary tool, then the aluminium foil from a KitKat wafer was superglued over the surface and trimmed to size. Small tears in the foil can be made with a fresh scalpel blade to add realism. The seat cushions would be painted and weathered later, as the build progressed. Cab doors were assembled but left loose, leaving the option of displaying the VOMAG with them open.

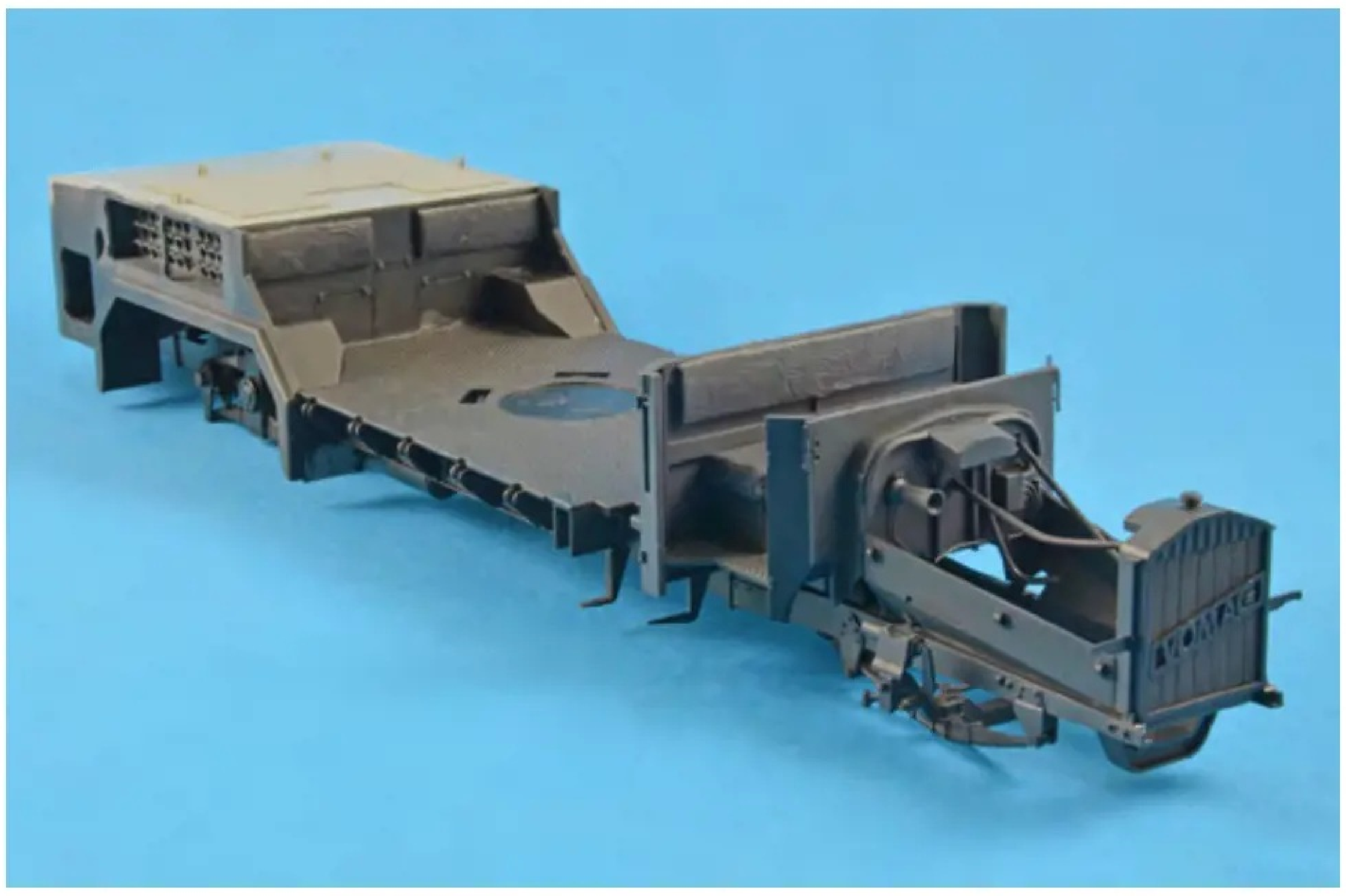
Moving down the length of the vehicle, the gun deck was next to be built, and of note was the delightfully rendered anti-slip tread-plate pattern. Assembly began with attachment of the large crucifix-shaped moulding to the platform underside. Two handwheels are added here; this mechanism operated the linkages that adjusted the top carriage, thereby aligning the gun horizontally. The remainder of this build section consisted mainly of fitting the supports for the side frames, various strengthening plates and other items; the rear ammunition locker was also assembled to complete the bodywork. The inner section, which was capable of holding 72 8.8cm shells, was built and painted before the top was fixed in place, as it would have been near impossible to ensure good coverage on the inside. When the inner area had dried and was checked for any irregularities, the top was positioned permanently after being dry fitted first. Any resulting gaps around the edge were filled with a mixture of superglue and talcum powder. After the mixture had dried it was sanded and then coated in black primer. To make



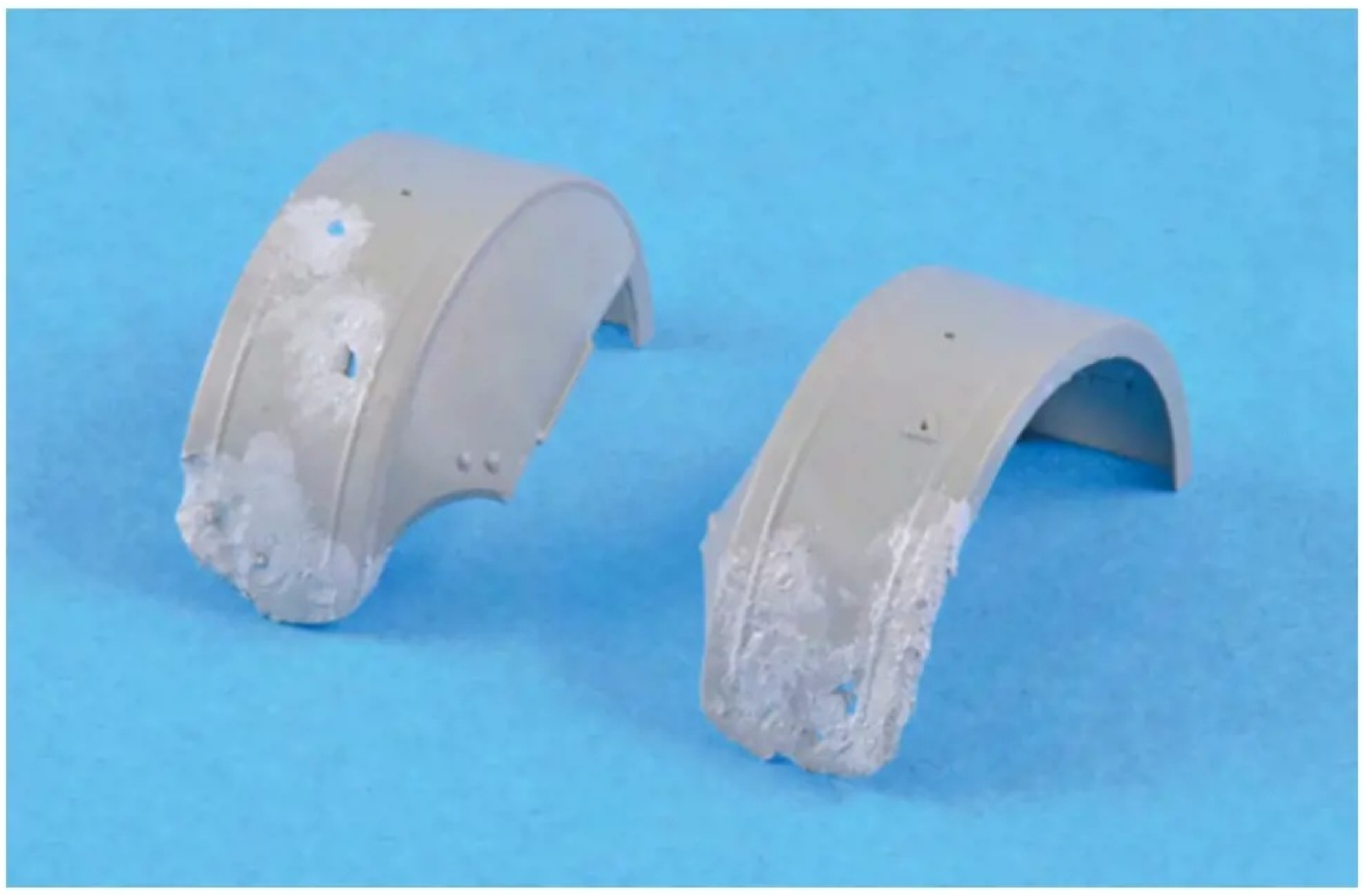
“The seat cushions would be painted and weathered later”



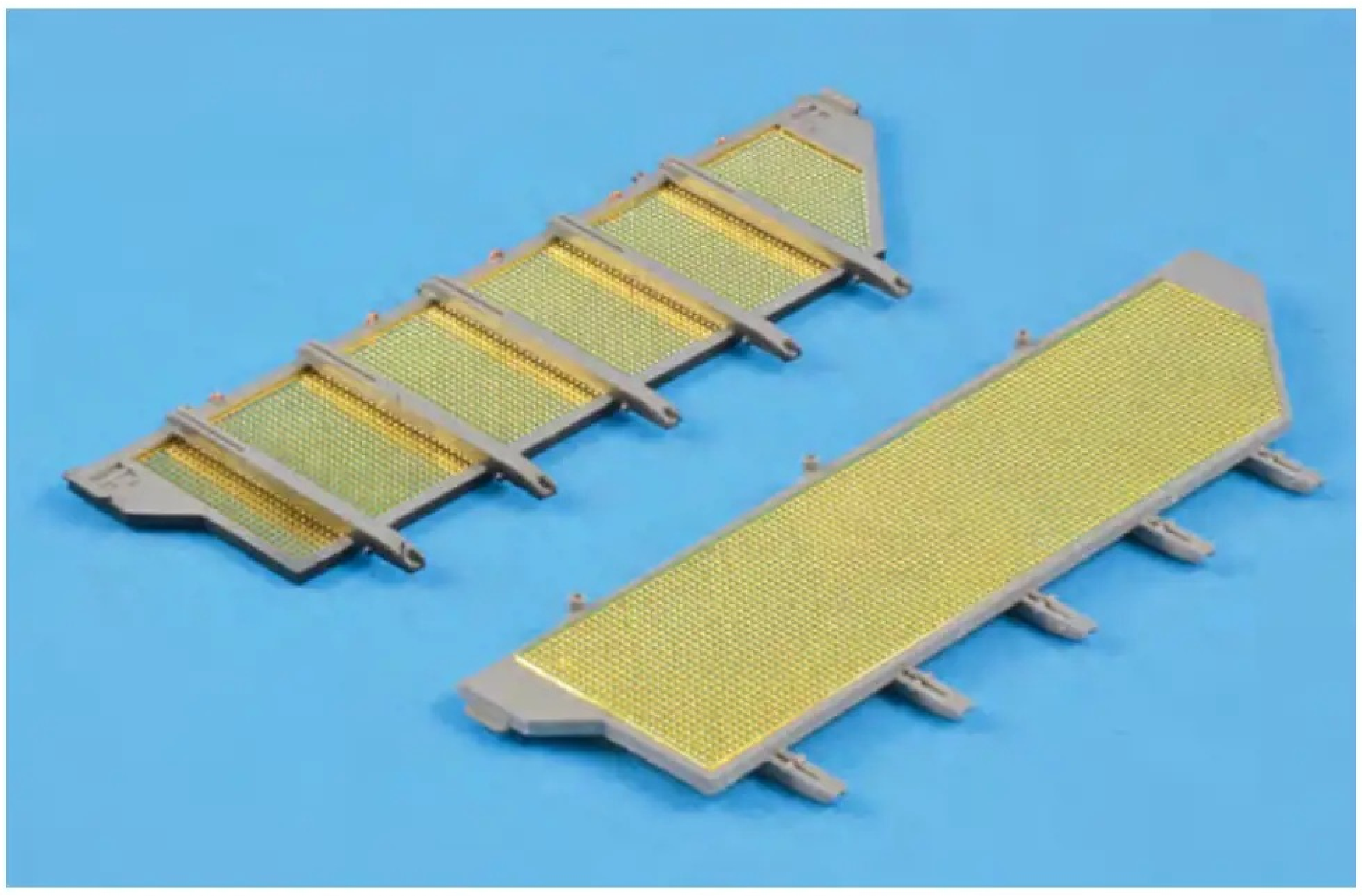
▲ Side panels and top in place, after first painting inside the ammunition racks. It looks a touch messy at this stage, due to filling and sanding.



▲ All the bodywork sub-assemblies joined together and placed on the chassis to ensure alignment.



▲ Before attaching, damage was applied to both front mud guards to simulate wear and tear.



▲ Each of the drop-down side panels is made up of three large photo-etched sheets, adding a substantial amount of weight to the kit.

the vehicle look used, damage was added to each of the front mudguards. The underside of each was thinned with a circular de-burring tool in a Dremel; the resulting thin plastic was then manipulated to represent the damage. Rust texture was replicated by stippling Mr. Hobby's Mr. Surfacer 500 with an old paintbrush. All that remained to complete the bodywork was to assemble the drop-down side panels. Each panel comprised three large PE sheets, which fitted into a moulded frame.

At this stage the three body sub-assemblies were joined, starting by aligning the cab with the two holes in the chassis, then attaching the gun deck, followed by the ammunition locker. These were all clamped securely and left to dry, while the engine compartment side panels were fitted at the same time, followed by the radiator.

It certainly eases painting and weathering by working on the body separately from the chassis. The parts were first washed in warm soapy water to remove any dust particles. They were then left to dry before receiving Vallejo Black Primer. German Grey was applied the following day, being mottled randomly to emphasise the shaded areas. Before joining the chassis to the bodywork, the engine was slotted into place to ensure a good fit. Surprisingly, all the pipework and exhaust system aligned well… good testament to kit's designers.

Düsseldorf hellraiser

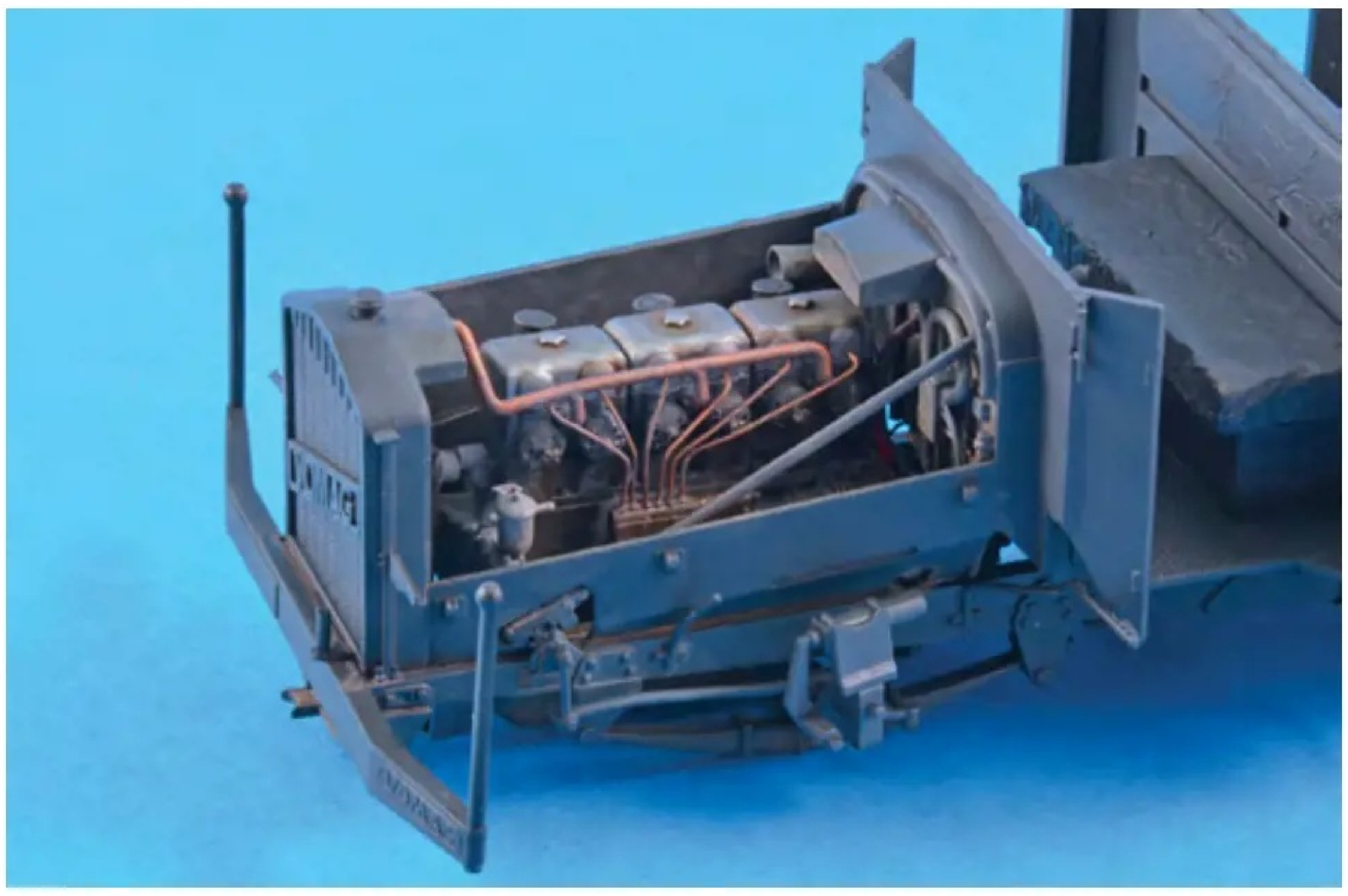
Construction of the 8.8cm gun started with the superbly detailed cradle and elevating rack. Note that on our sample the gun instruction drawings were faint, to the extent they became difficult to comprehend in certain lighting conditions.

The gun's breech block was first to be built, but be warned… there are very small parts, especially the catch plunger (H19) and the round knob that fits to the cocking lever (H20). The block needs to be assembled around the barrel halves as the parts are keyed and will fit just one way. Once built, the joint around the breach block needed to be filled and, when dry, was sanded and neatened with a damp cotton bud. Sitting on top of the barrel is the recuperator cylinder; the function of this hydraulic recoil mechanism is to limit the effects of the recoil and improve firing accuracy. Under the barrel sit the two equilibrator tubes, and the pistons need to be left movable to attach to the gun if shown elevated.

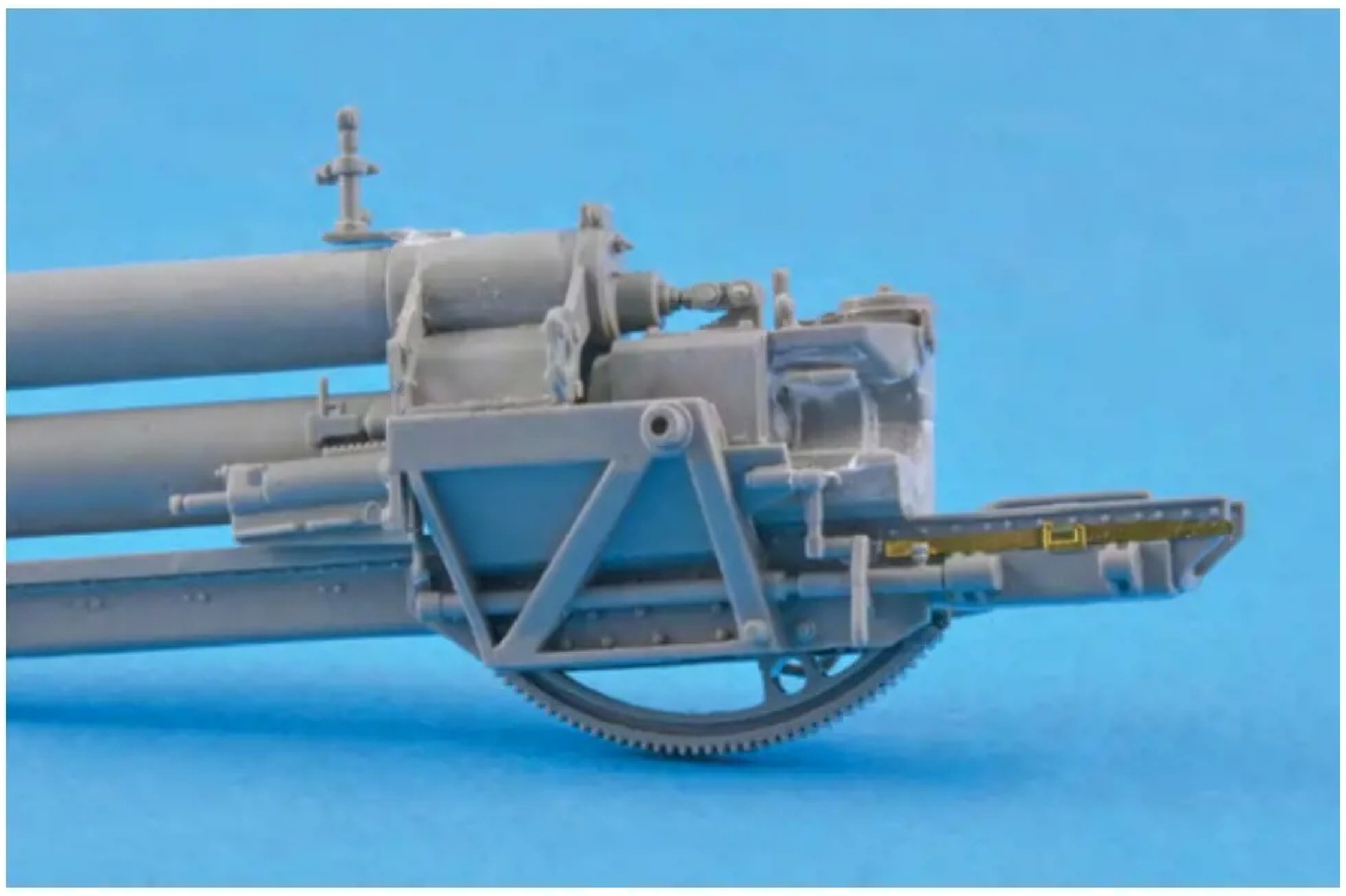
Construction then moved from the barrel and on to the pedestal, which would be fixed to the vehicle's gun deck later.

THAT EXPLAINS IT!

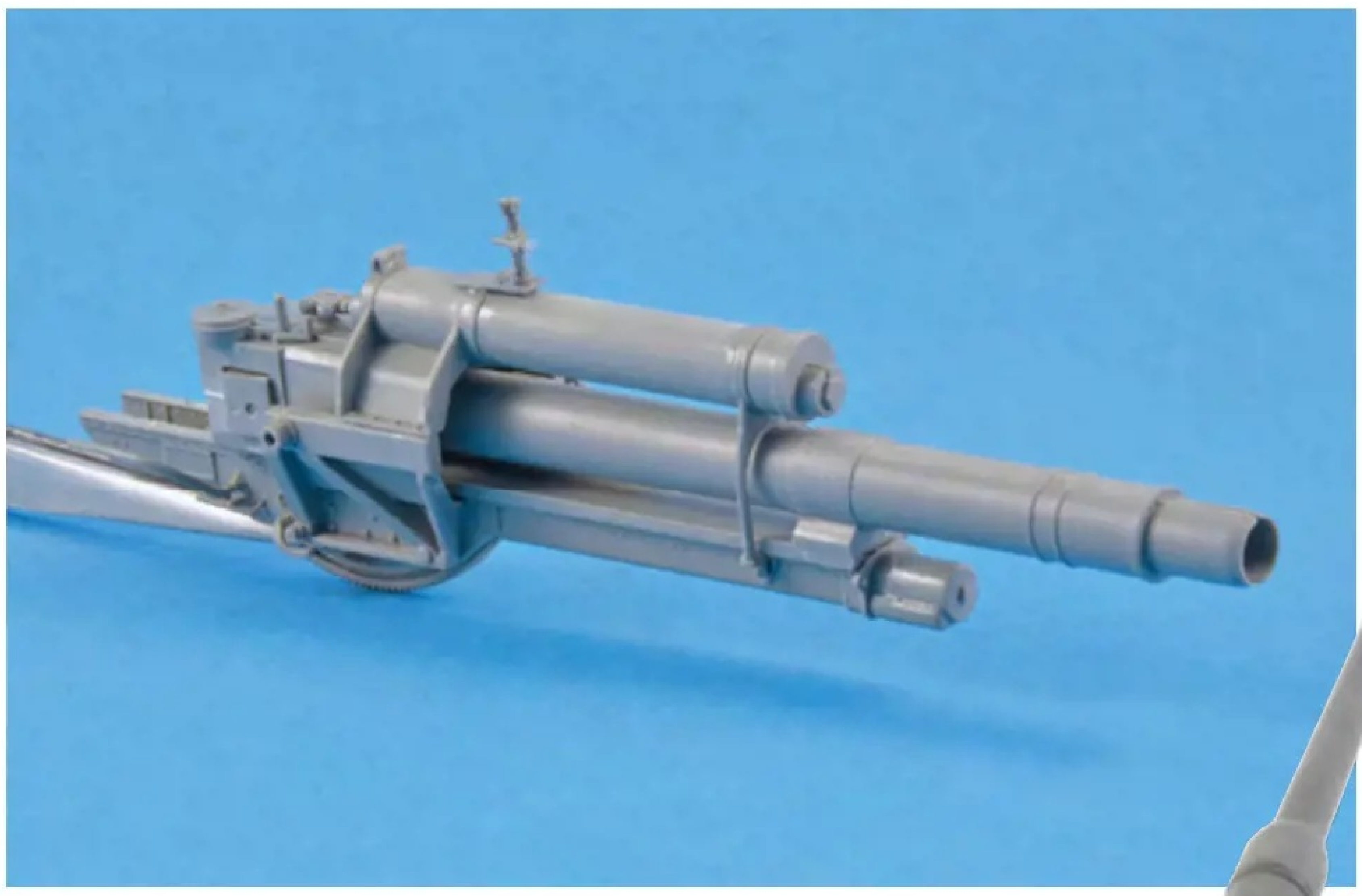
Have you ever wondered what the cable reels on an 8.8cm Flak were used for? There were generally four guns in an anti-aircraft battery, usually positioned in a square configuration. In the centre of the square was a fire director or in the war's latter stages a radar post. The cables ran from each gun to the control centre, permitting the communication of calculated traverse, elevation and fuse settings for indirect fire. This type of set-up was predominantly used on permanent battery sites, such as around important cities – but was more a feature of the Flak 37 rather than the 36. With regards to the 88s used in the anti-tank role, the cable reels were usually removed… evident in photos of VOMAGs toward the end of the war.



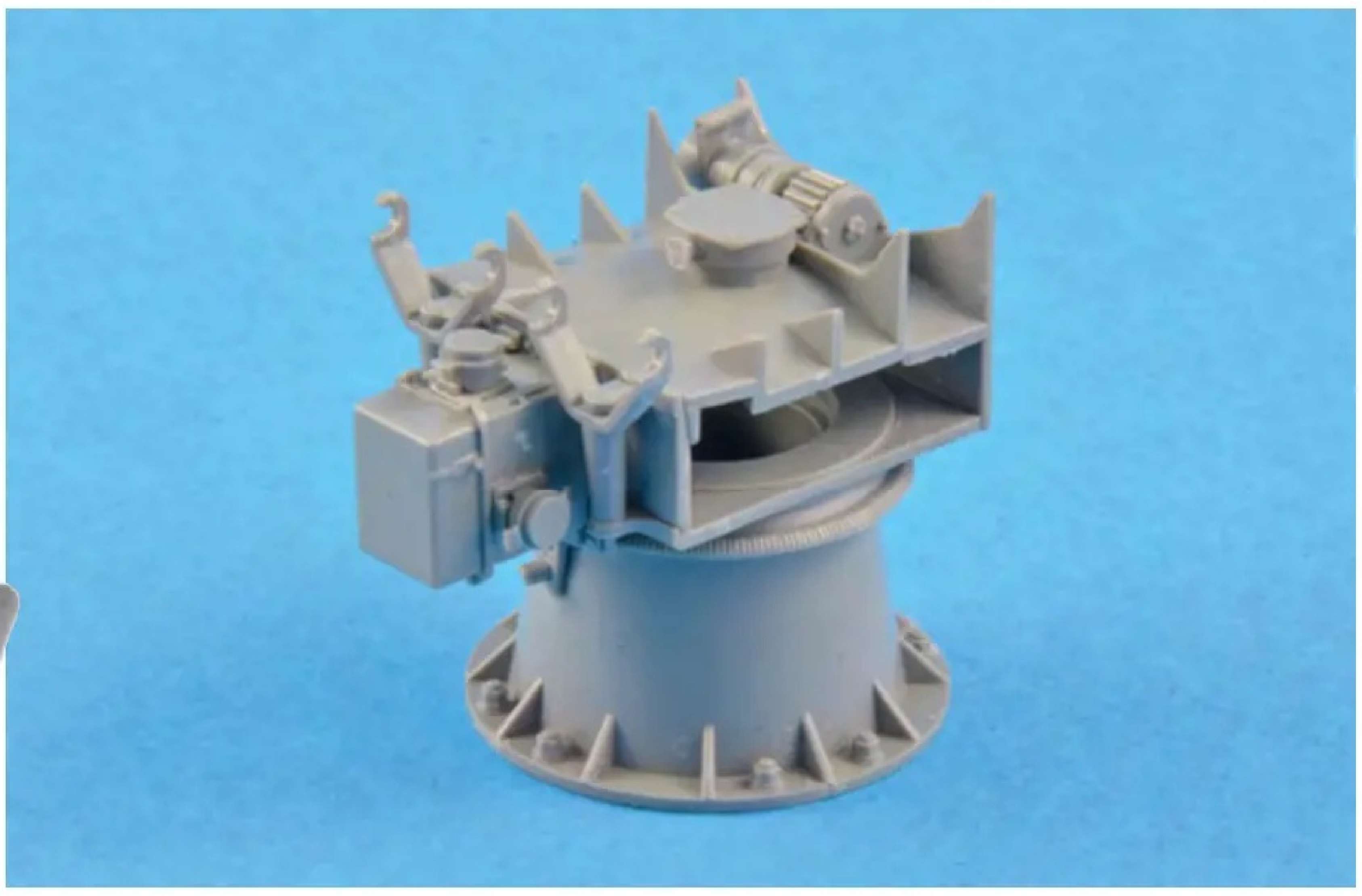
▲ With the vehicle having its initial coat of paint applied, the engine was slotted into place, surprisingly all the pipework and exhaust lined up.



▲ After the breech block was assembled and fitted to the barrel, a small number of gaps were evident that needed filling.



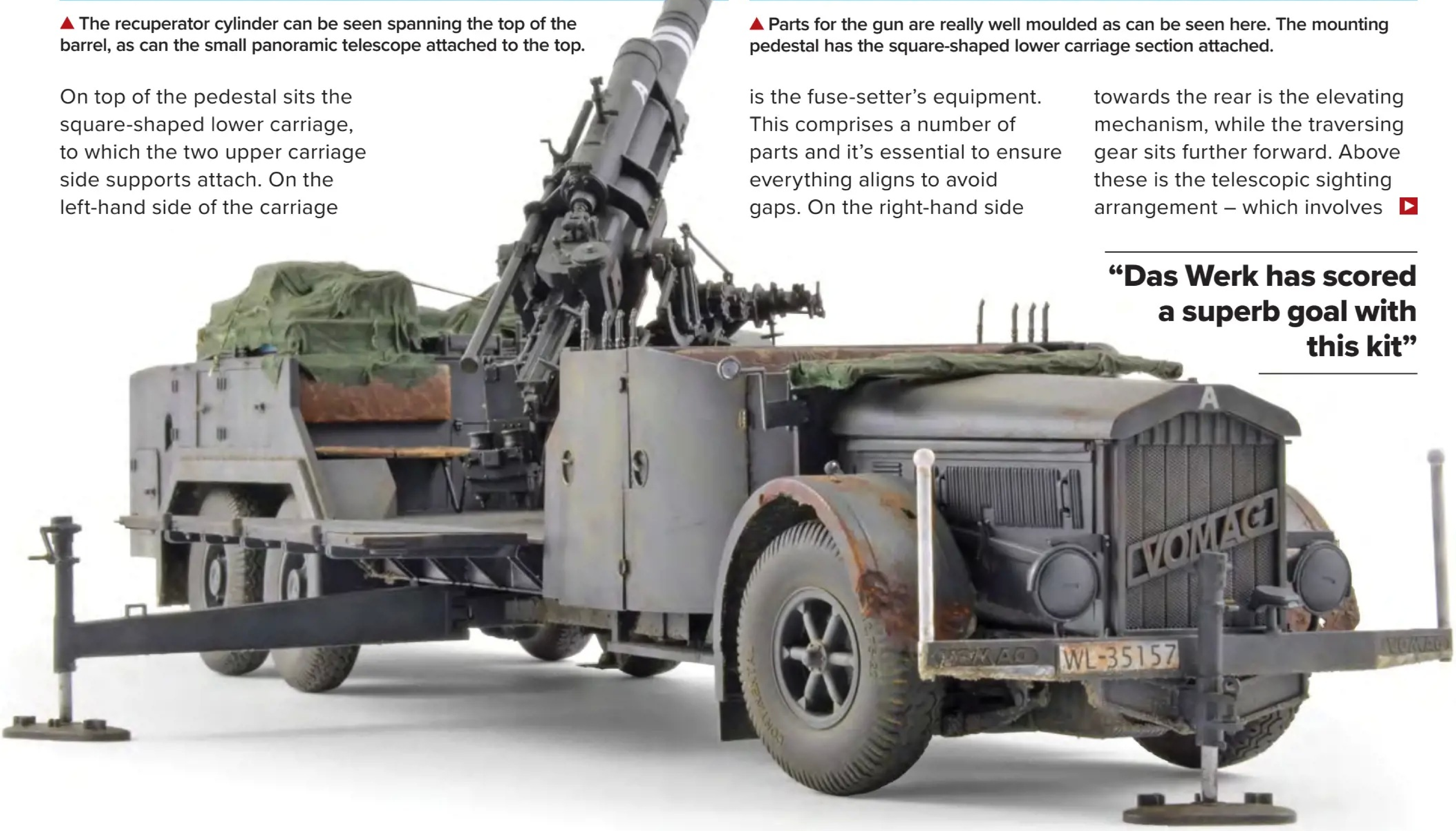
▲ The recuperator cylinder can be seen spanning the top of the barrel, as can the small panoramic telescope attached to the top.

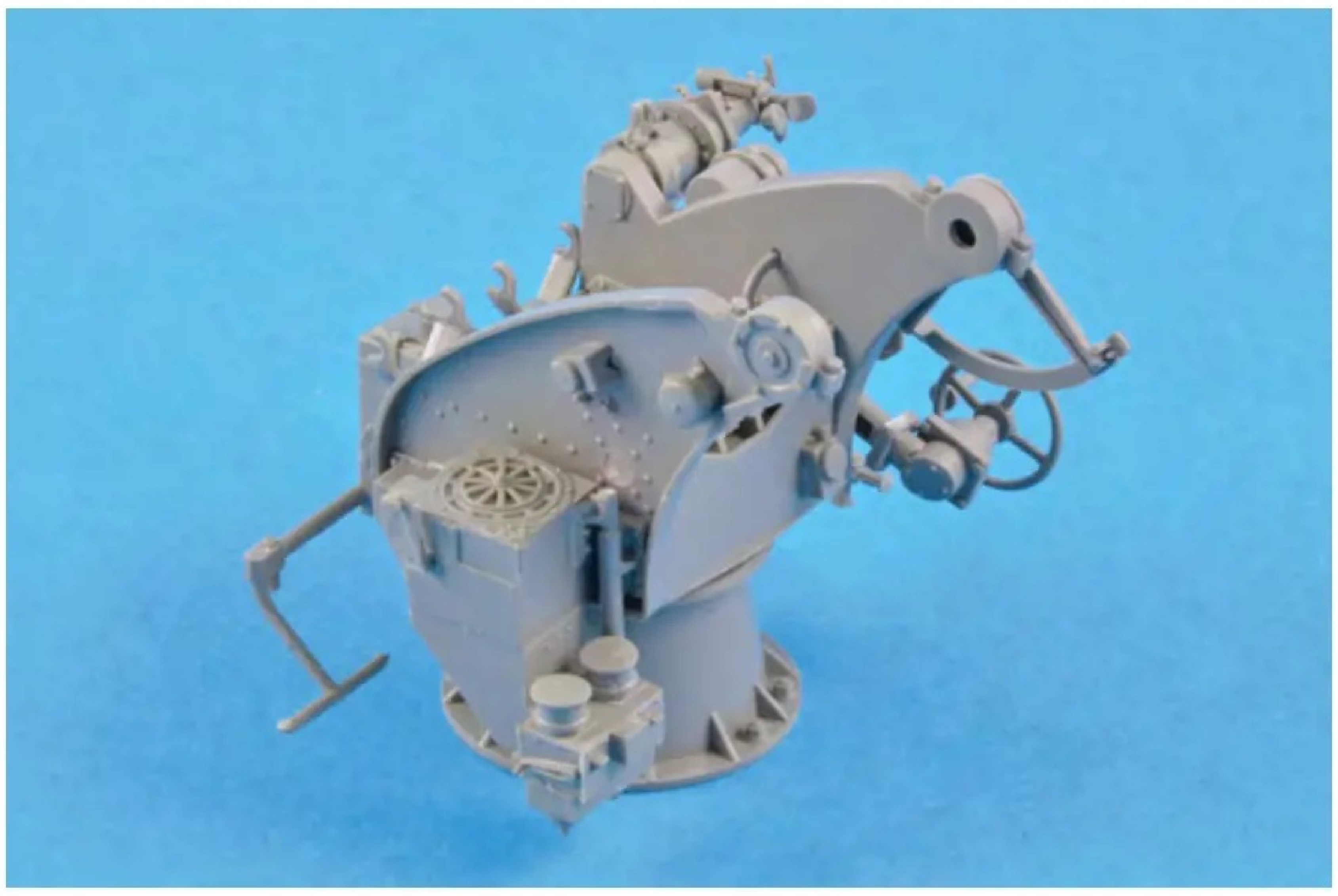


▲ Parts for the gun are really well moulded as can be seen here. The mounting pedestal has the square-shaped lower carriage section attached.

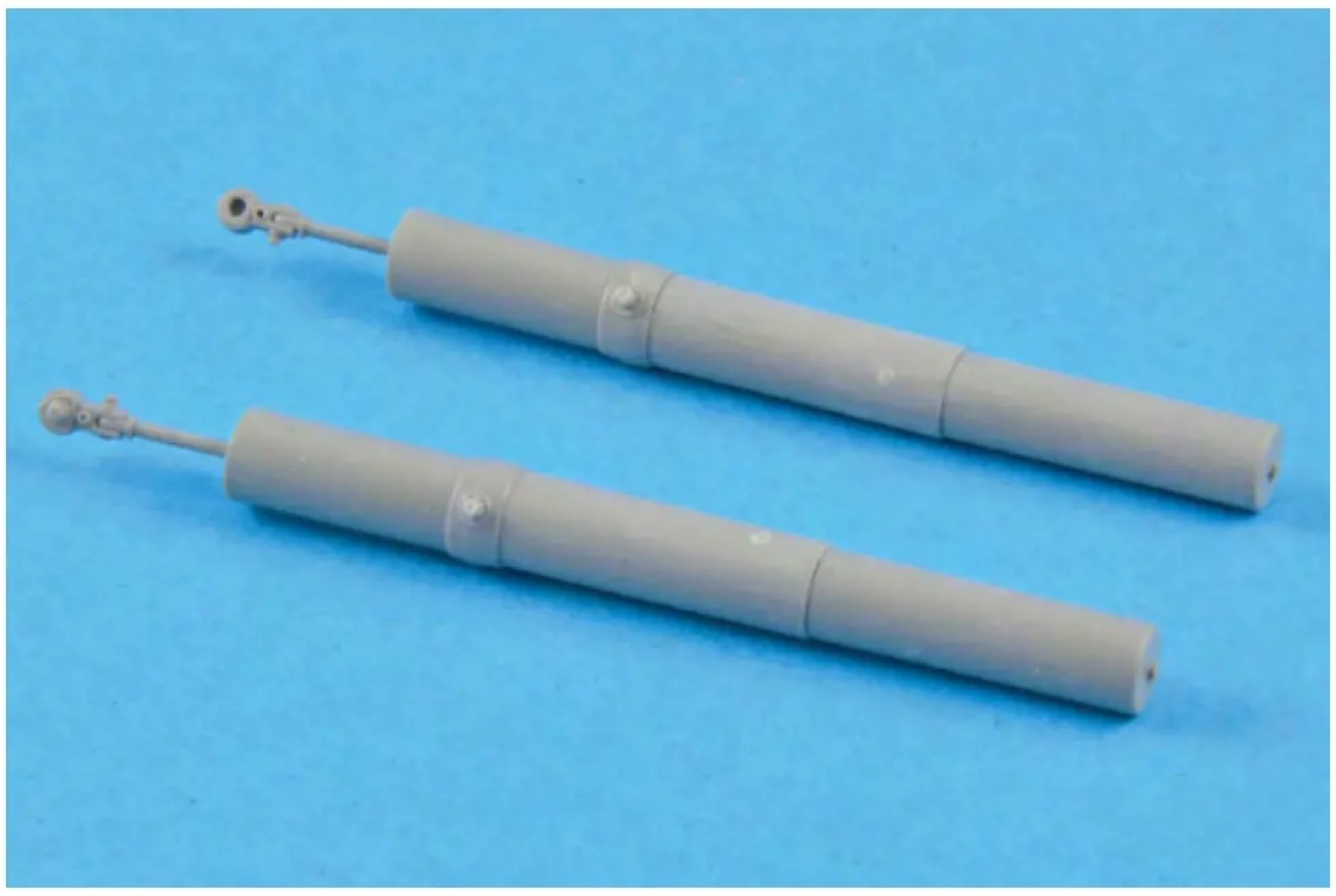
On top of the pedestal sits the square-shaped lower carriage, to which the two upper carriage side supports attach. On the left-hand side of the carriage is the fuse-setter's equipment. This comprises a number of parts and it's essential to ensure everything aligns to avoid gaps. On the right-hand side towards the rear is the elevating mechanism, while the traversing gear sits further forward. Above these is the telescopic sighting arrangement – which involves ▶

"Das Werk has scored a superb goal with this kit"





▲ Attached to the left side of the upper carriage is the fuse-setter's station. The wooden seat has been left off for painting purposes.



▲ The pair of equilibrator tubes; the function of these is to counterbalance the weight of the gun barrel when elevated.

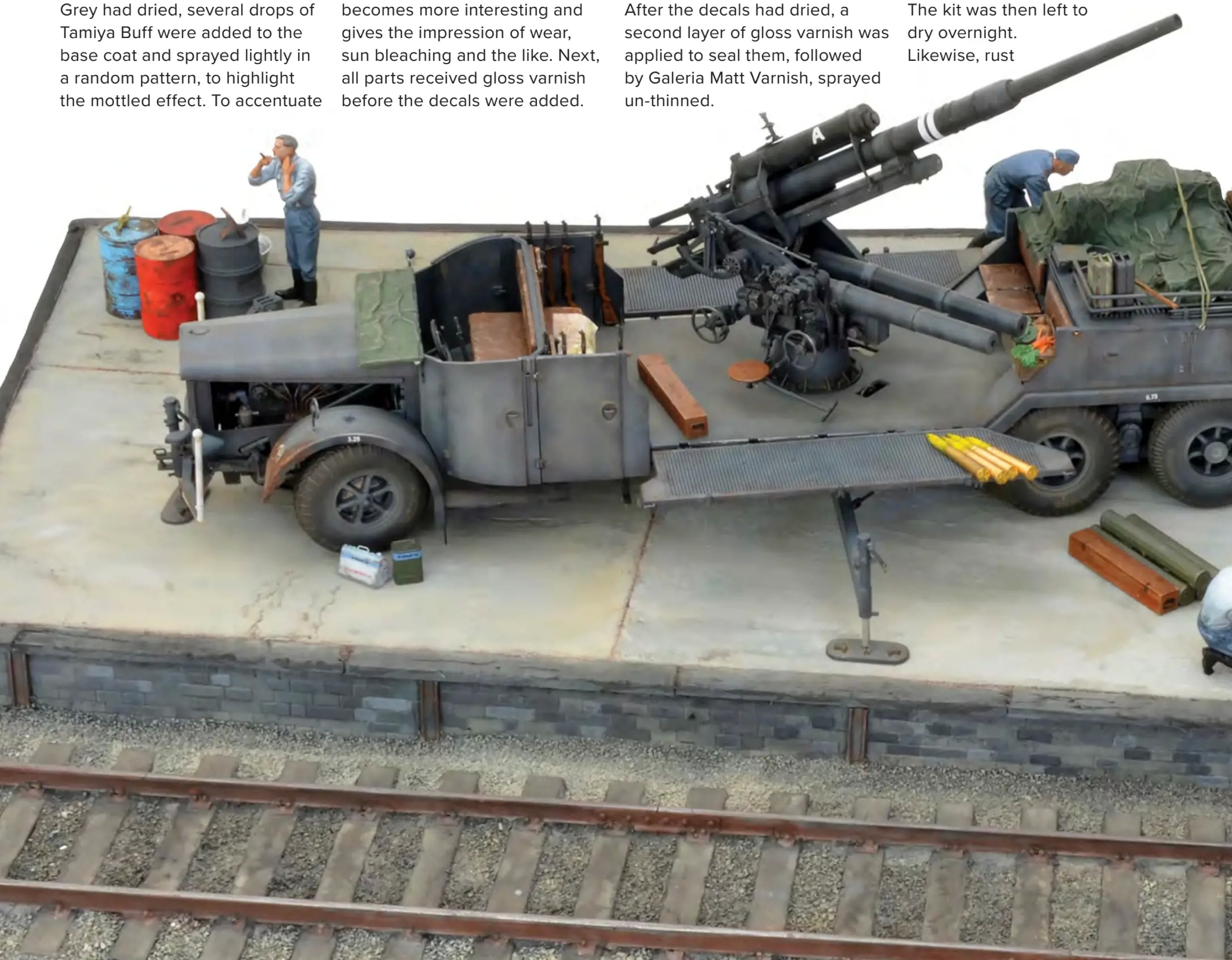
tiny parts – so the utmost care is needed.

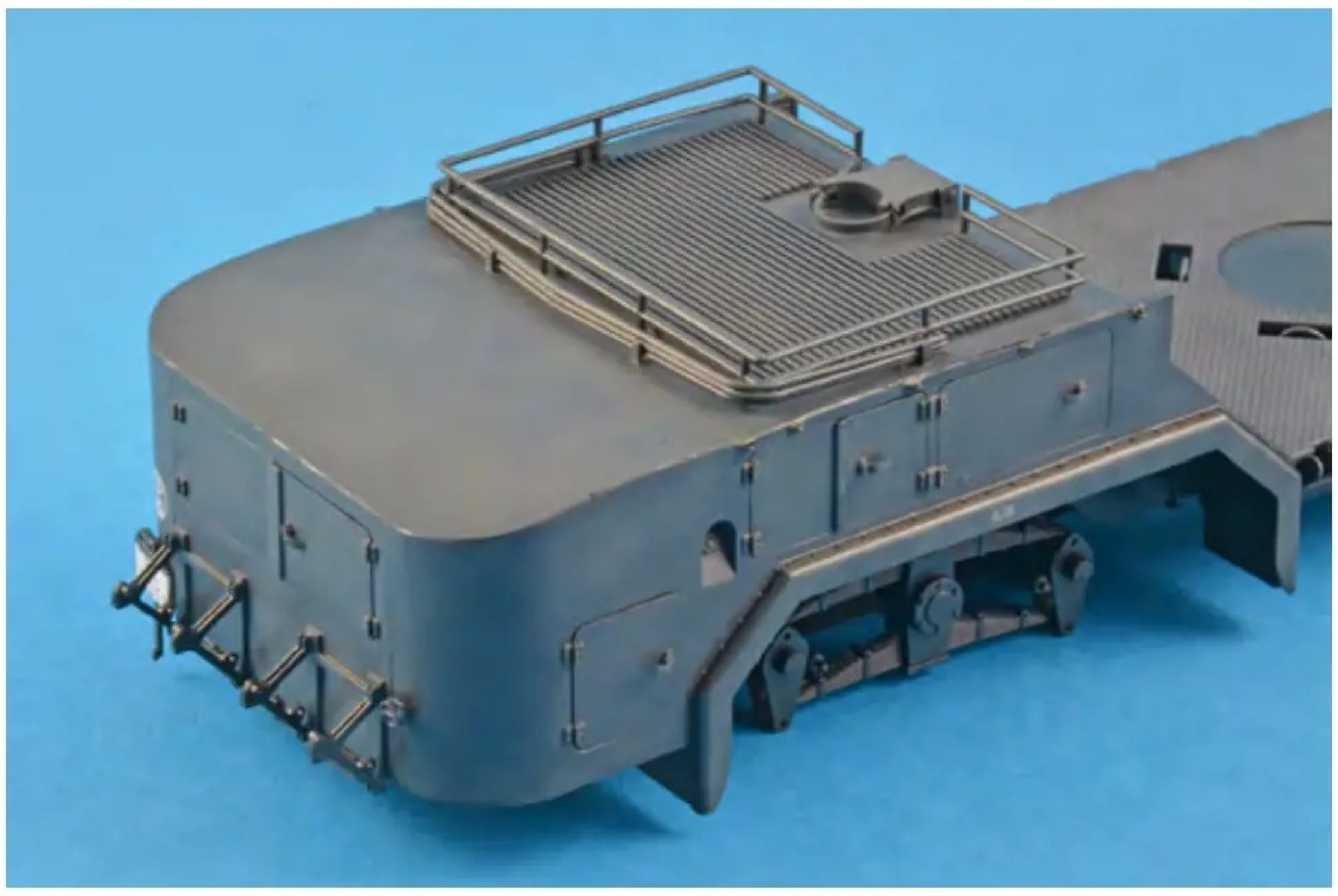
Grey all the way

The remainder of the kit was painted initially in the same manner as the bodywork. When the first coat of the German Grey had dried, several drops of Tamiya Buff were added to the base coat and sprayed lightly in a random pattern, to highlight the mottled effect. To accentuate the effect further, more drops of the buff were added and sprayed over the top of the previous coat. The same procedure was employed one more time but a hint of matt white was added. Using this procedure means the mundane grey appearance becomes more interesting and gives the impression of wear, sun bleaching and the like. Next, all parts received gloss varnish before the decals were added.

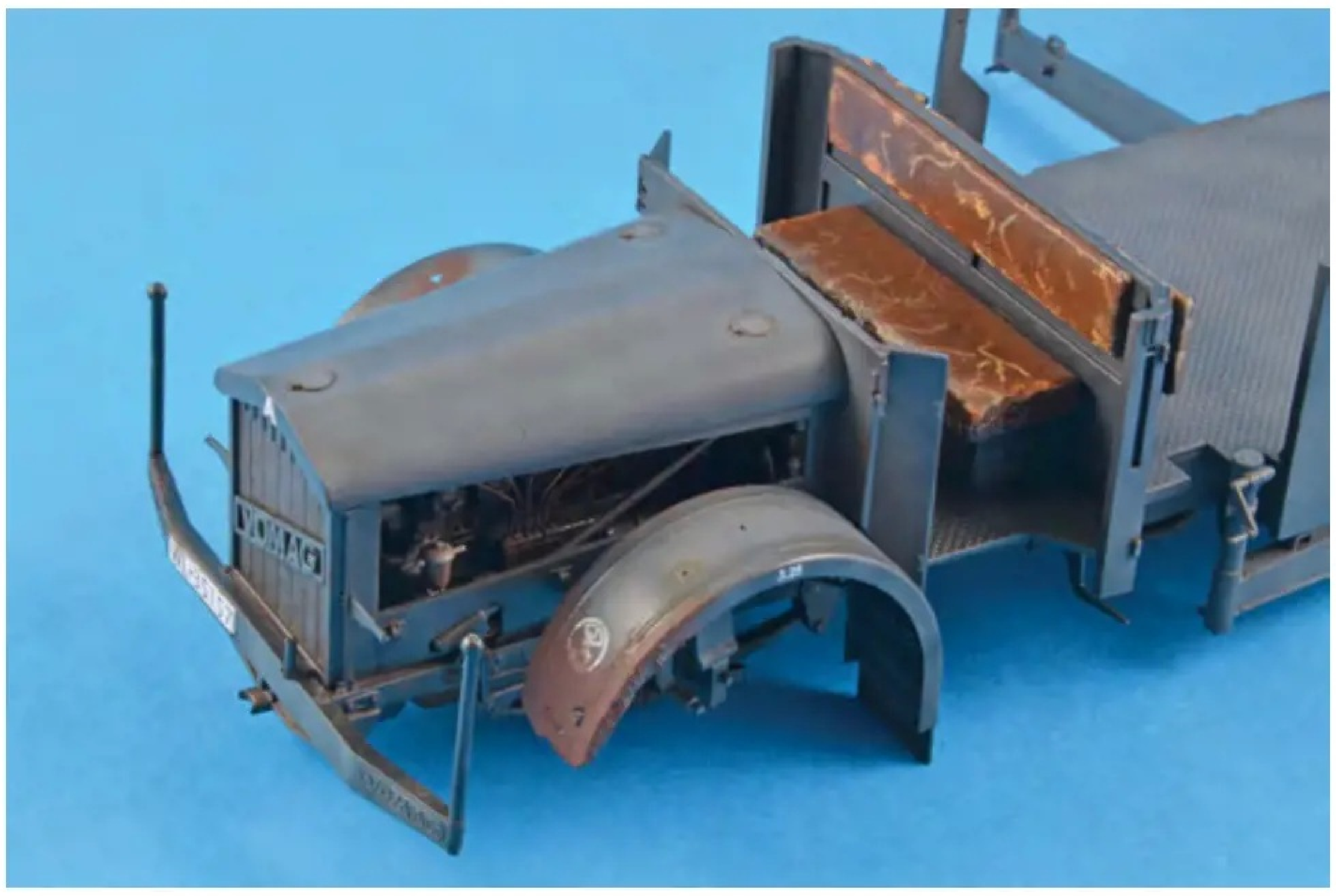
The markings were for a vehicle operated by Flak Regiment 42 I./42 (met.S), located at Bremen-Oslebshausen, northern Germany, in July 1942. Two white 'kill' rings were painted around the barrel and the letter 'A' on the recuperator cylinder. After the decals had dried, a second layer of gloss varnish was applied to seal them, followed by Galeria Matt Varnish, sprayed un-thinned.

A pin wash mixed from Burnt Umber and French Ultramarine oil paint was applied to all recessed areas, around rivet/screw heads and the like. Any excess was removed just minutes later with a clean brush, moistened with white spirit. The kit was then left to dry overnight. Likewise, rust





▲ Two cable drums are attached to the rear of the vehicle, while the storage area framework is mounted on top of the ammunition lockers.

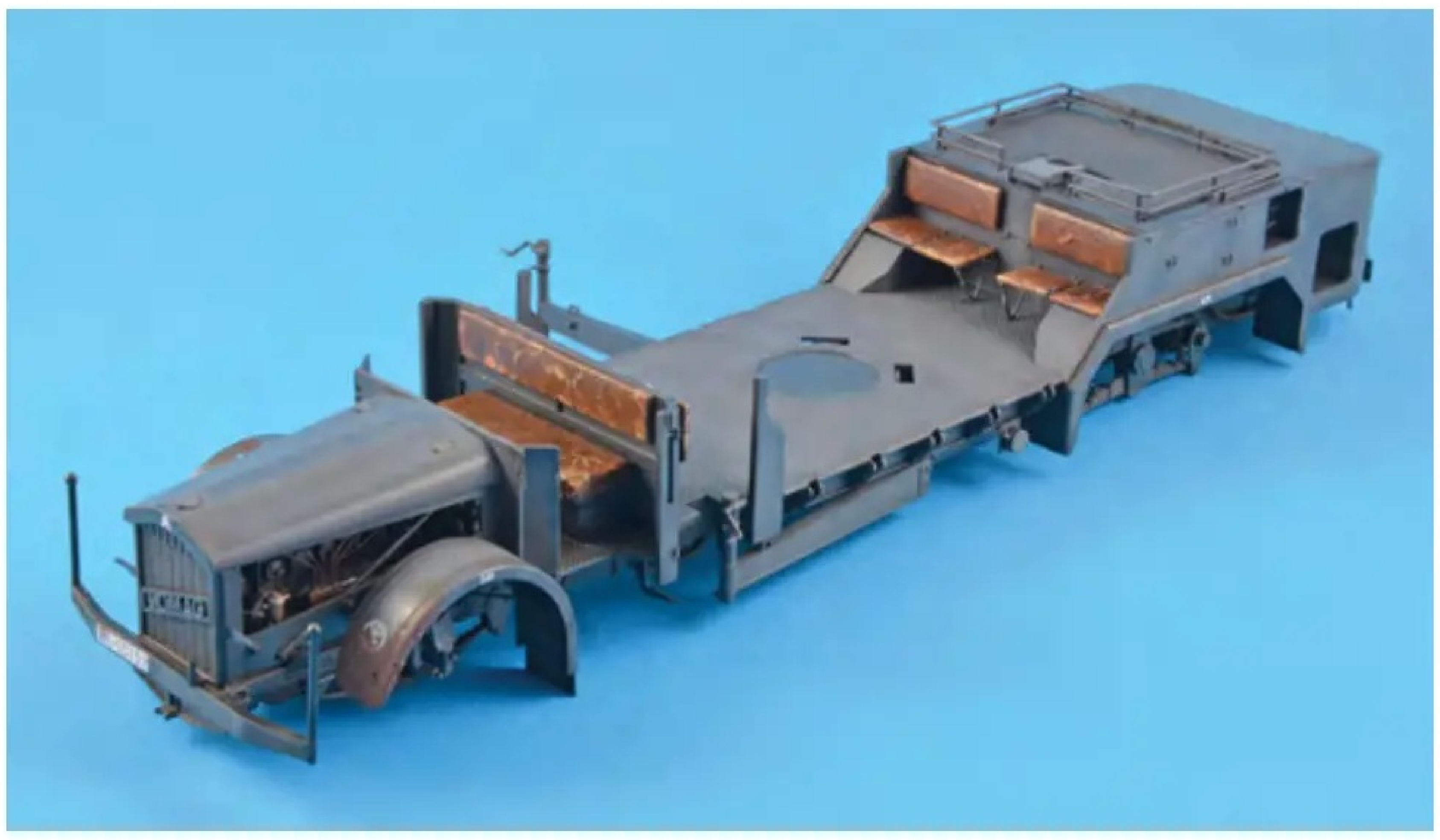


▲ A protective blast shield is fitted over the top of the bonnet to safeguard it when the gun fires.

stains from Burnt Sienna oil were applied and blended, as mentioned previously, and the staining was gently pulled down to form rust streaks where water would flow.

These vehicles were not exactly frontline fighting machines unlike tanks and half-tracks. As such they would not accumulate a great deal of mud and heavy weathering. Checking online, it would seem July-August 1942 were hot months in Germany, so consequently very little in the way of mud would be added to the kit. However, with it being dry and the guns being used regularly, there would be a considerable amount of dust evident. To achieve this effect the surface was sprayed with water and then a very weak filter of Iraqi Sand, German Cam Medium Brown and water was applied. Any pooling was removed and the kit left to dry. At first sight it looks a total mess, but as it dries the results start to show. A soft leaded pencil was used to simulate bare metal in areas where there would be more crew movement.

To finish the VOMAG, the crew's personal Kar 98k rifles were painted and fixed to the ▶



▲ The assembled body has been gloss varnished and the decals have been added. The vehicle is one used by Flak Regiment 42 I./42 (met.S).

MATERIALS USED

AK Interactive (www.ak-interactive.com)
AK737 Retarder, AK11242 Black Primer

Deluxe Materials (www.deluxematerials.com)
Perfect Plastic Putty

Hobbycraft (www.hobbycraft.co.uk)
Ready Mixed Brown Paint

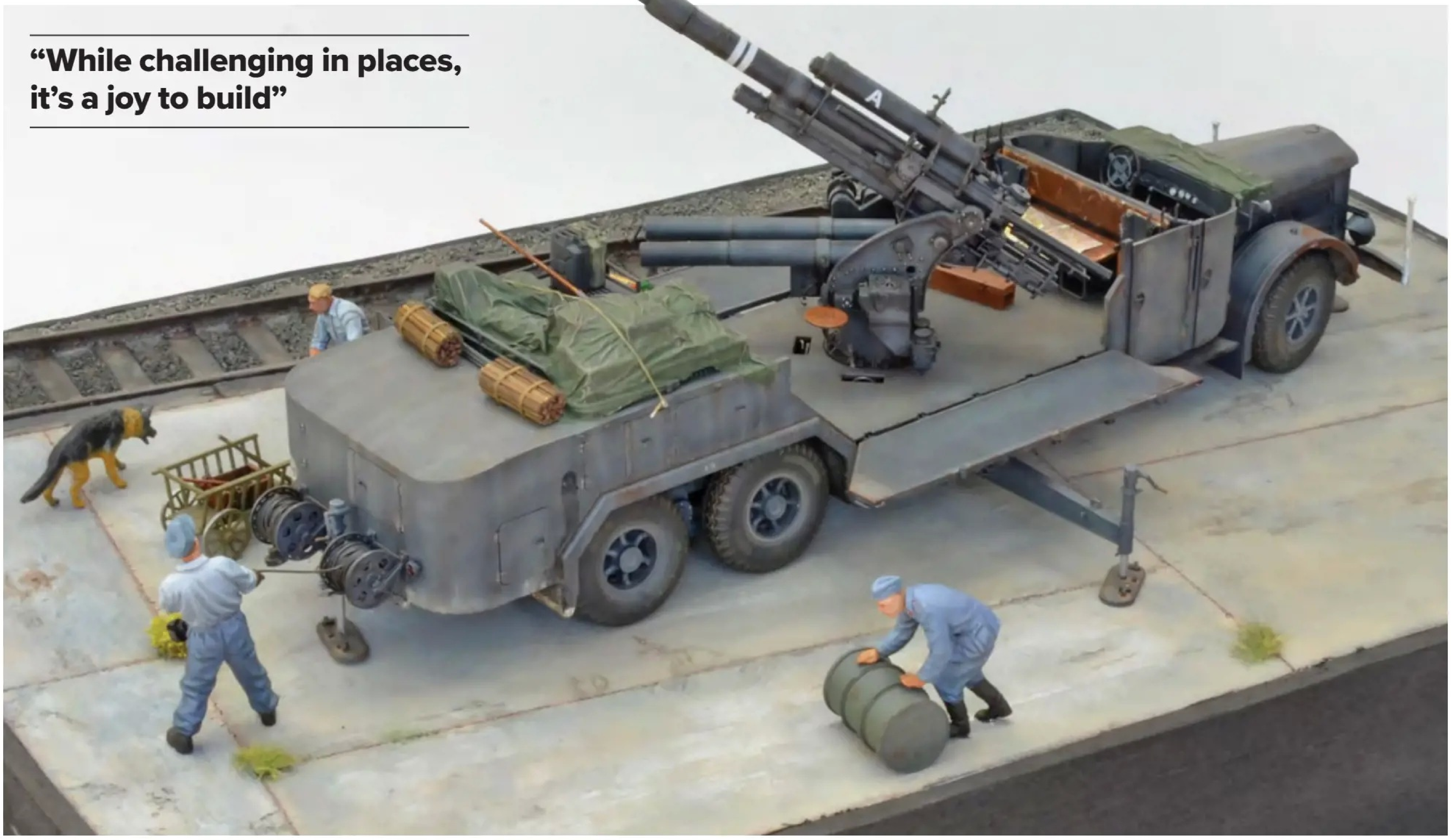
Lifecolor (www.airbrushes.com)
UA703 Rust Light Shadow
UA907 Burnt Rust
PG105 Dry Dust Pigment
PG106 Damp Dust Pigment

Mr. Hobby (www.albionhobbies.com)
Leveling Thinner
MC213 Stainless Steel
Mr. Surfacer 500

Tamiya (www.hobbyco.net)
XF-57 Buff
XF-63 German Grey
XF-82 Ocean Grey
XF-85 Rubber Black

Vallejo (www.creativemodels.co.uk)
70.819 Iraqi Sand
70.826 German Cam Medium Brown
70.871 Leather Brown
70-950 Black
70.999 Copper
74.602 Black Primer
70.302 Dark Rust

Winsor & Newton products (www.winsornewton.com)
Burnt Umber
Burnt Sienna
French Ultramarine
Lamp Black
Galeria Matt Varnish



> **"While challenging in places, it's a joy to build"**

Subtle tones of grey and a pin wash help to enhance the detail of the 8.8cm gun.

▲ Items of stowage have been added and covered with a tarpaulin, as has the windscreen. The rope is made from dental floss.

inside of the doors. Additional stowage was added to the rear rack and covered with tissue paper soaked in a mixture of PVA and water, to simulate a tarpaulin. The windscreen was also covered in a tarpaulin, as photos show they were lowered and covered when the gun was in use. To replicate the type of area in which these vehicles operated, a simple base was fashioned from expanded foam and balsa wood. It featured a section of Trumpeter railway track and a concrete area for the VOMAG to inhabit. Several figures and accessories from MiniArt, Italeri, Plus Model and Tamiya were added to bring life to the scene.

In judgment

Das Werk has scored a superb goal with this kit. Its parts fit like a dream, they're sharp with very little in the way of mould seams, and no flash is evident. The detail is stunning too… especially on the '88. However, there are drawbacks, the lack of fixing points on the chassis, for example. This would have been off-putting for novice modellers, as the builder needs to think ahead by two or three stages of the instructions. The same can be said for the gun, where the locating points for certain items are ambiguous. Then there's the issue with the instruction book itself, whereby the drawings were almost unreadable in places.

Ultimately, it's a case of experienced builders only. Despite this, it's impressive when built and, while challenging in places, it's a joy to build.

ONLINE REFERENCES

www.kfzderwehrmacht.de/Homepage_english/Motor_Vehicles/Germany/VOMAG/VOMAG_8-8cm_Spg/vomag_8-8cm_spg.html

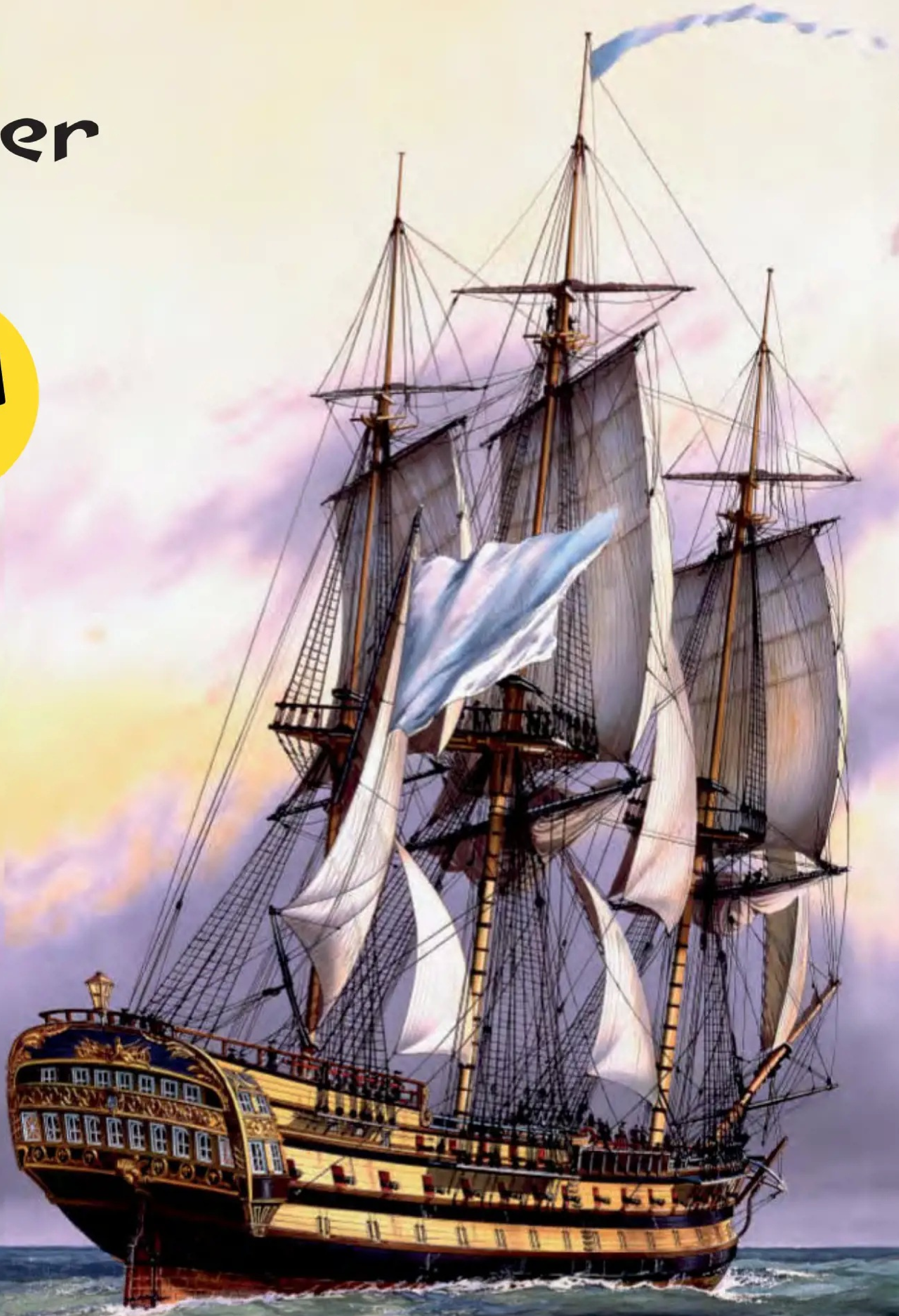
www.ibiblio.org/hyperwar/USA/ref/TM/pdfs/TME9-369A_Germ88.pdf

www.worldwarphotos.info/gallery/germany/artillery/flak-88/vomag-88mm-flak-18-waffentrager/#google_vignette

www.armedconflicts.com/8-8-cm-FlaK-18-auf-VOMAG-bus-t28376
https://railgallery.wongm.com/goulburn-valleyinfrastructure/strathmerton/D520_2005.jpg.html

Distributed by GLOW2B

NEW



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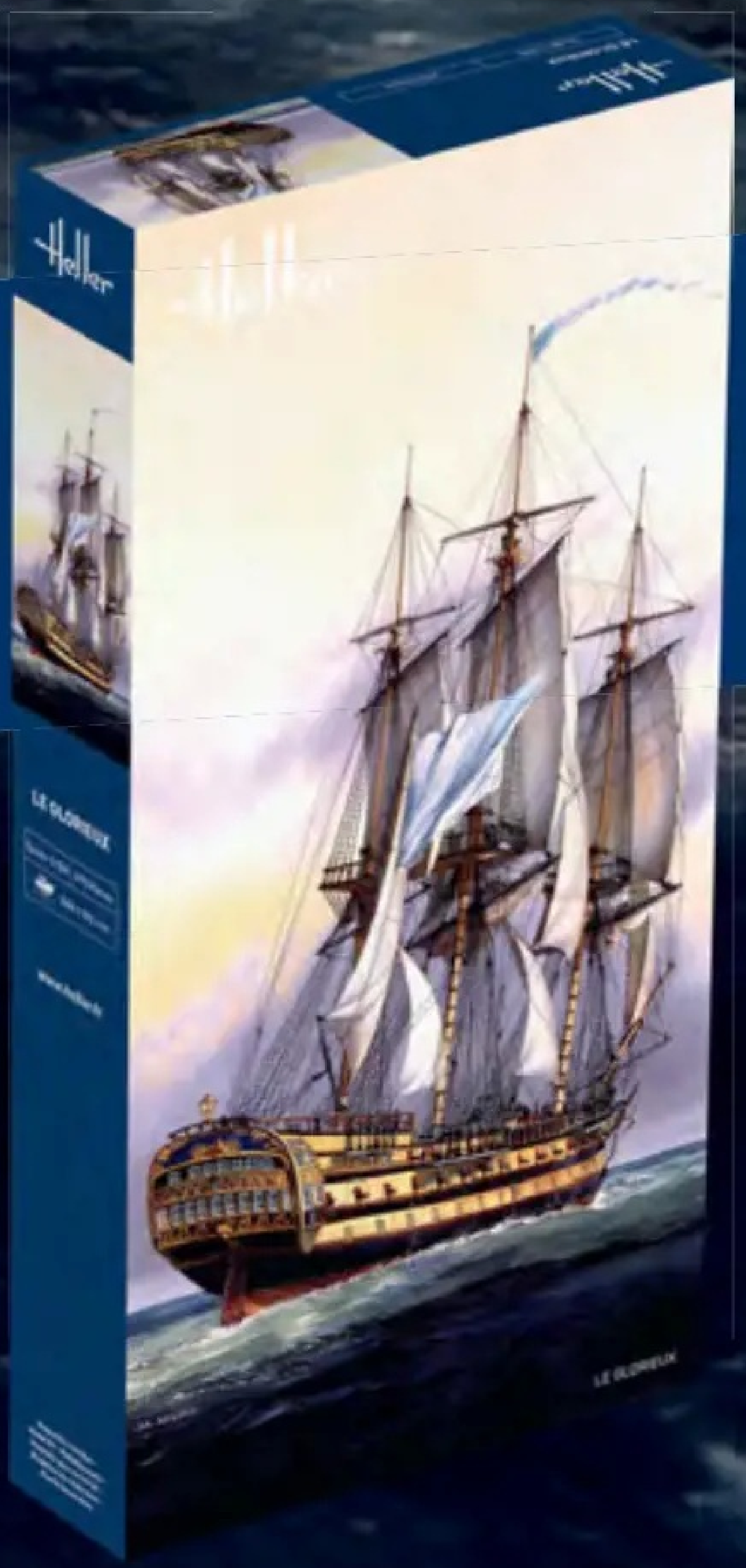

LE GLORIEUX

REF: 80889

Scale: 1/150
870 Pieces
560 x 192 mm

More about this product

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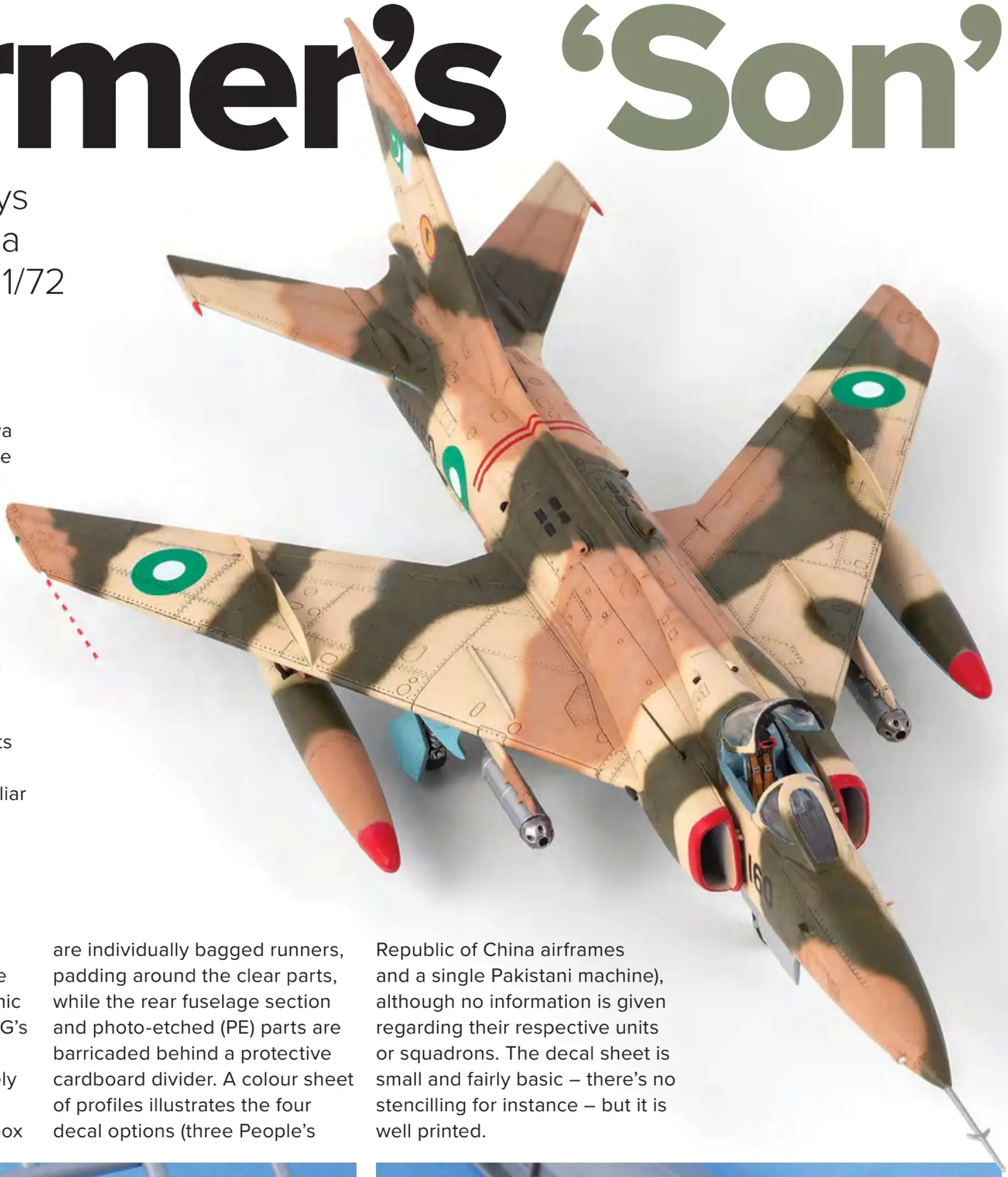
Farmer's 'Son'

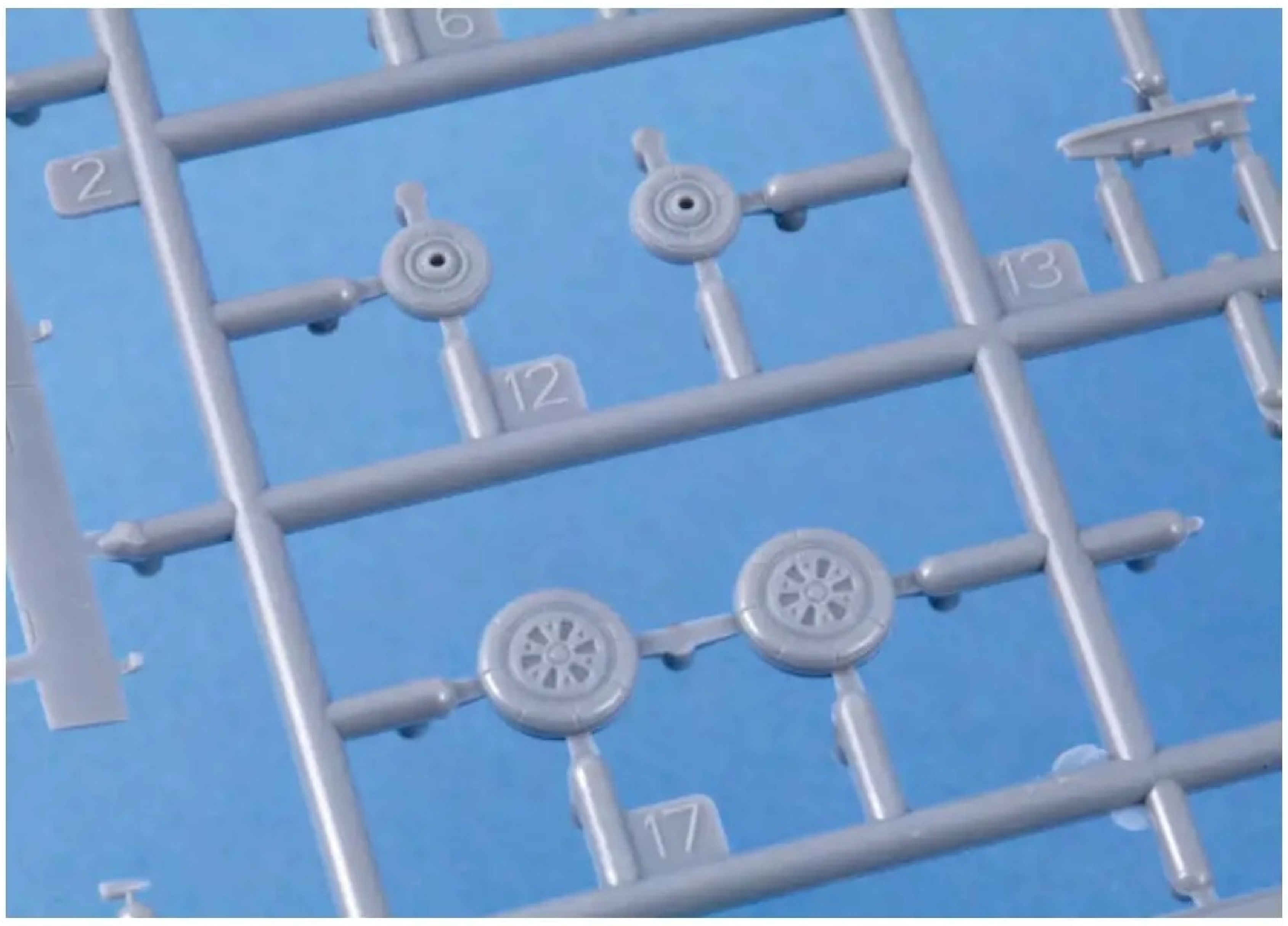
Mike Grant enjoys the finest of China with Trumpeter's 1/72 Nanchang Q-5



Airfix produces superb kits of RAF subjects. Hasegawa has released a wide range of excellent Japanese aircraft models, while for the ultimate in Czech subjects we look to Eduard. So it's not surprising that Chinese producer Trumpeter has turned to home-grown types, of which this Nanchang Q-5 (NATO codename *Fantan*) is a fine example of the care and respect with which it treats domestic subject matter.

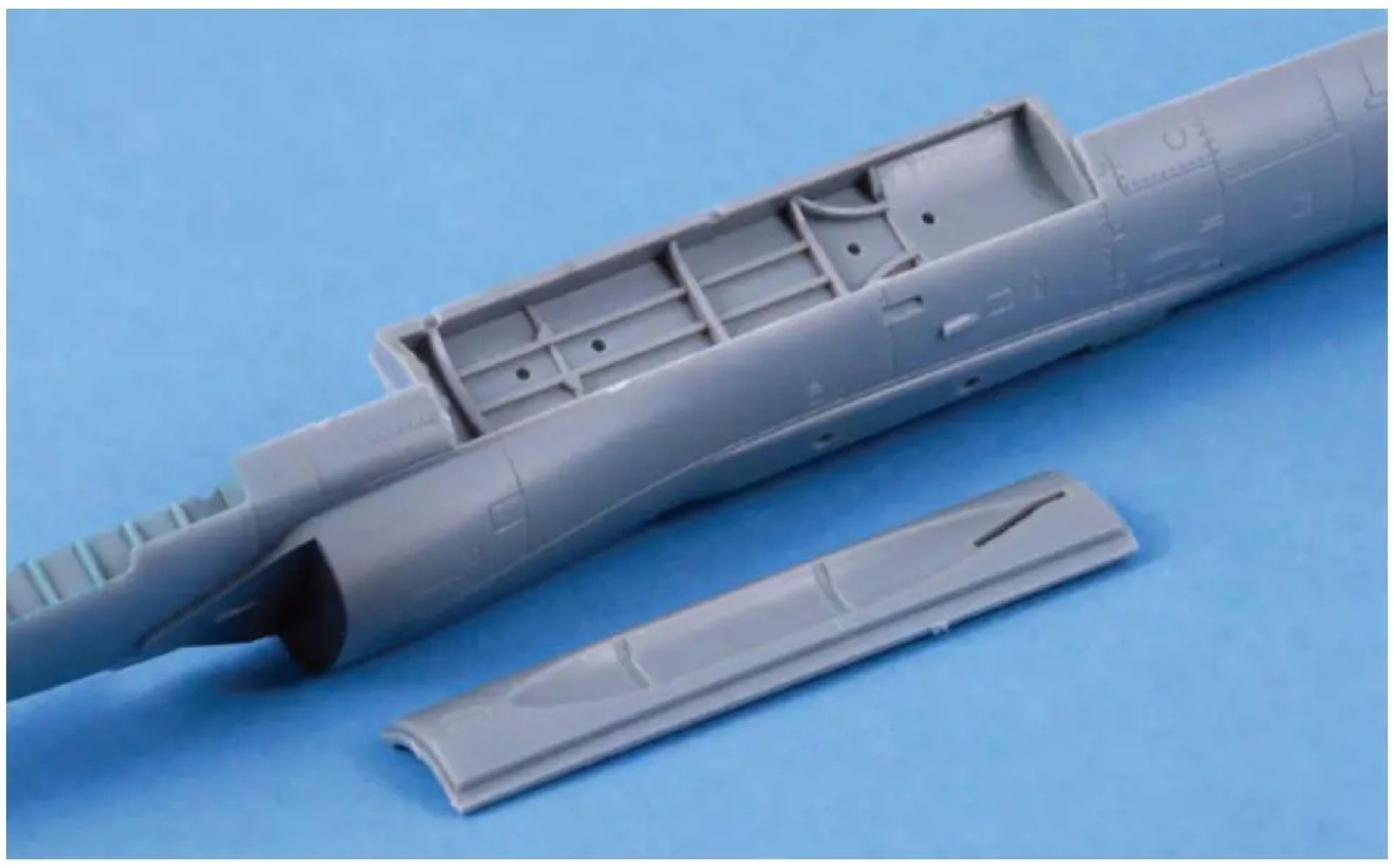
The aircraft itself was unfamiliar to this builder. Developed from the Shenyang J-6, the Chinese variant of the MiG-19 *Farmer*, it vaguely resembles the F-105 due to its pointed nose, developed for a radar that was never installed. There were various other aerodynamic improvements made to the MiG's original design.

The kit's quality is immediately obvious, starting with the packaging: inside the sturdy box are individually bagged runners, padding around the clear parts, while the rear fuselage section and photo-etched (PE) parts are barricaded behind a protective cardboard divider. A colour sheet of profiles illustrates the four decal options (three People's Republic of China airframes and a single Pakistani machine), although no information is given regarding their respective units or squadrons. The decal sheet is small and fairly basic – there's no stencilling for instance – but it is well printed.

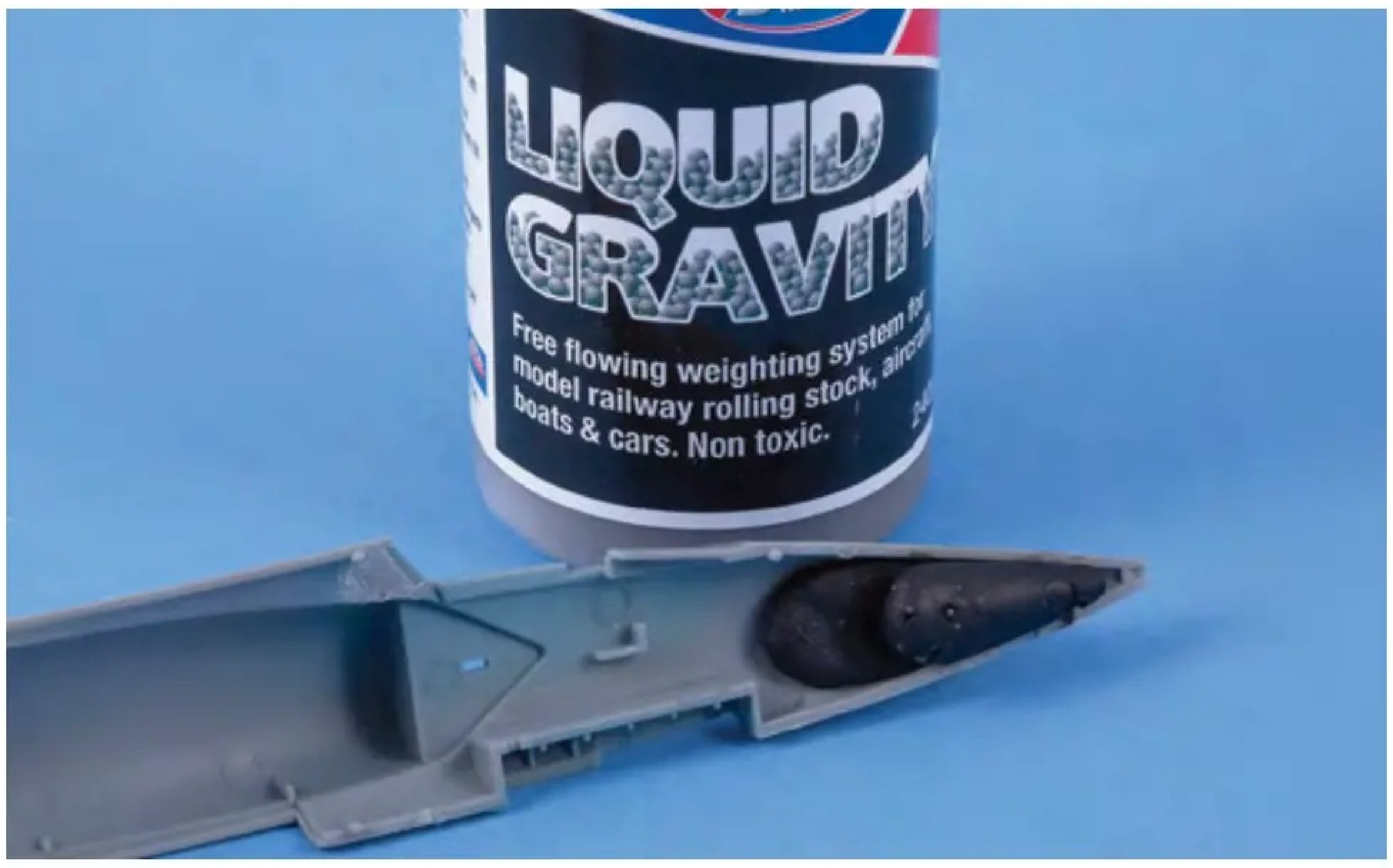


▲ Detail throughout the styrene parts was excellent, even the raised tyre tread on the nosewheel was replicated.

▲ One of the first steps was to paint the intake blanks black to suggest depth, although little would be seen once the trunking was added.

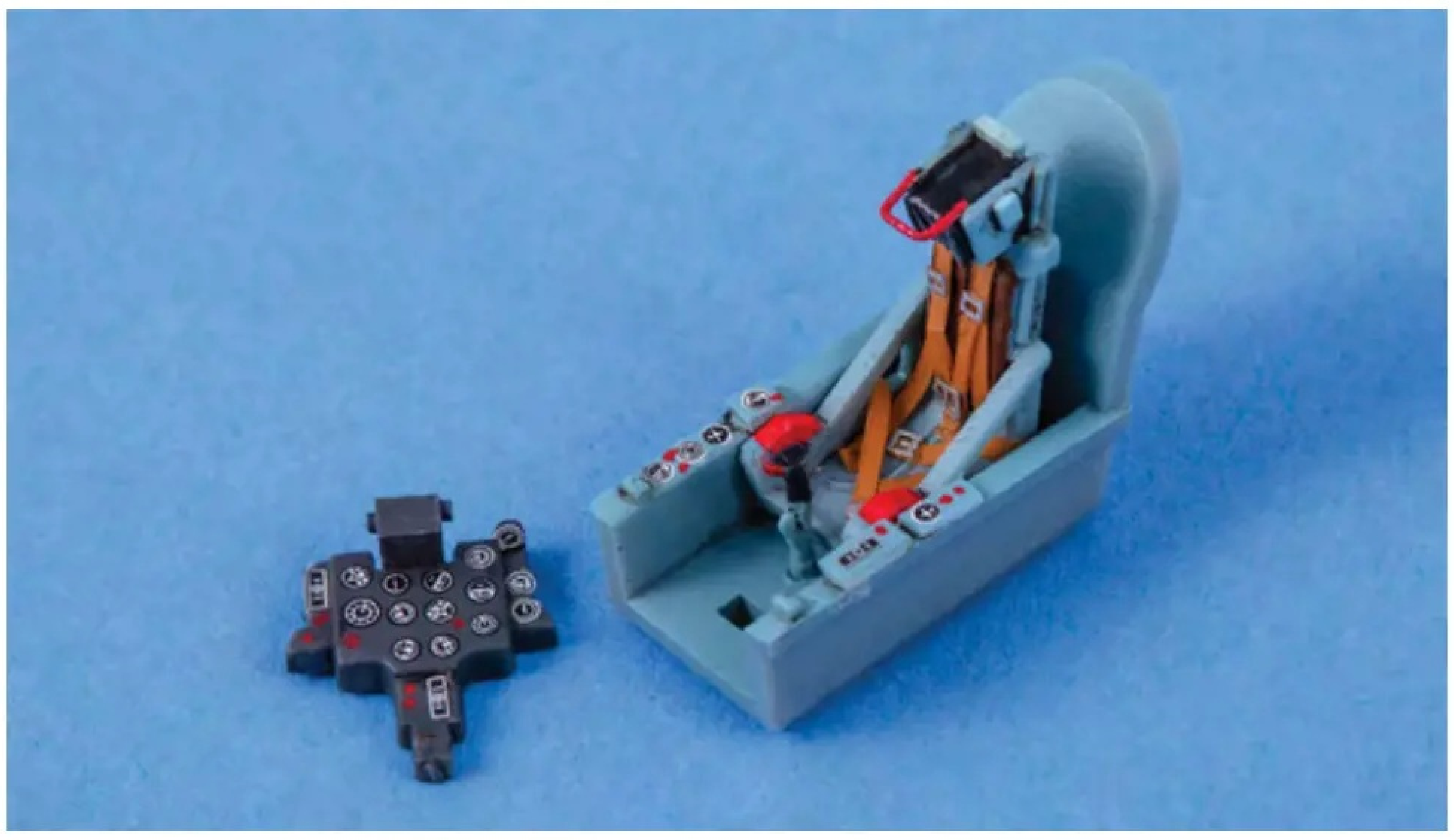


▲ An optional bomb-bay panel was included for the Q-5 version, which carried a KB-1 nuclear bomb externally.

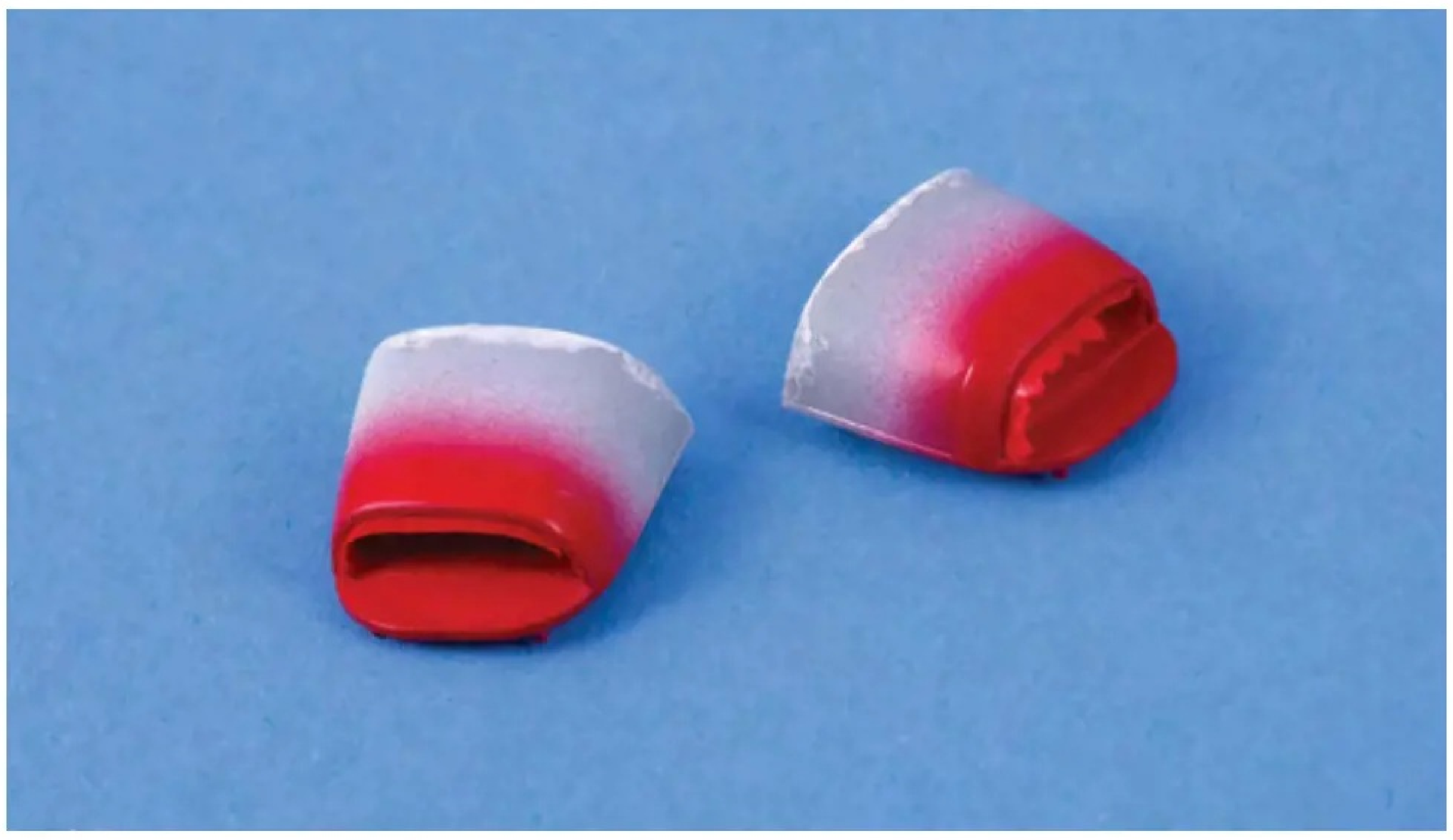


LIQUID GRAVITY
Free flowing weighting system for model railway rolling stock, aircraft, boats & cars. Non toxic.

▲ Liquid Gravity weights embedded in modelling clay were inserted to prevent the aircraft from tail-sitting; the instructions specified 10g.



▲ A few additional styrene sheet/stretched-runner details were added to the seat. Harnesses were made from painted Parafilm.



▲ The subject aircraft's intakes carried red trim, which was masked and painted before fitting. Inside, the intakes were painted white.

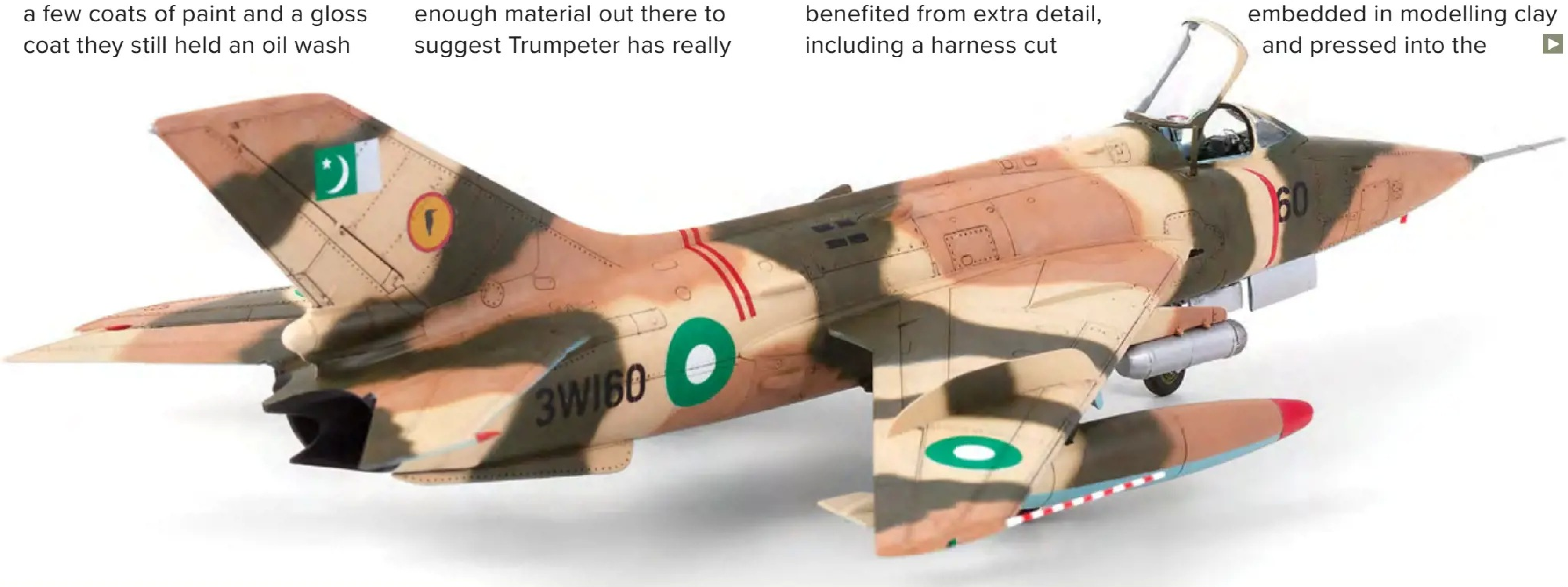
The styrene parts themselves are of high quality, with finely recessed panel lines and subtle raised panels where appropriate. Runner connection points are mostly on mating surfaces, so sharp cutters and a few strokes of a sanding stick will be necessary. There are recessed rivets in several areas, which initially appeared overdone. However, after applying primer, a few coats of paint and a gloss coat they still held an oil wash well, while in the end appearing quite restrained.

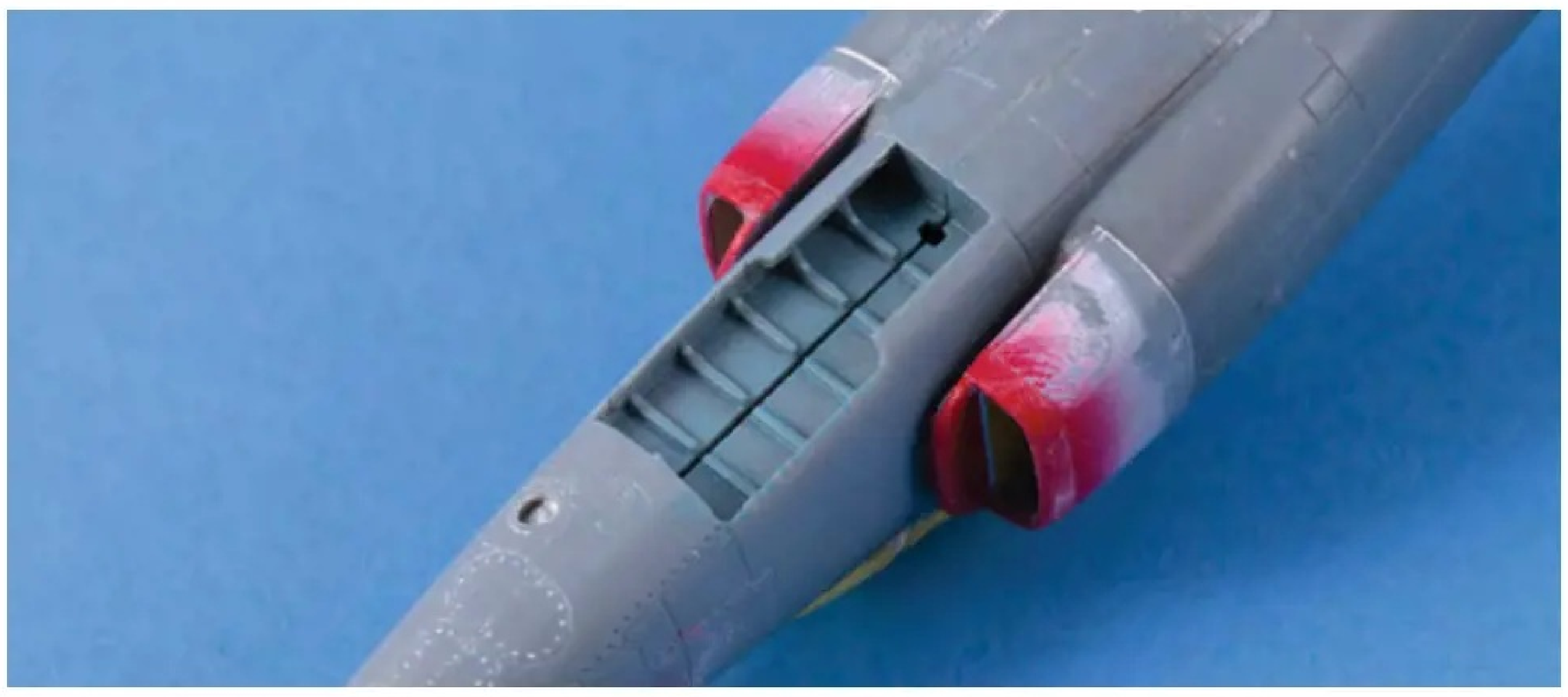
First steps

Online reference material on this aircraft is not exactly abundant. There's the usual Wikipedia page and random photographs, including several walkaround shots of museum aircraft or gate guards in dubious colour schemes. However, there's enough material out there to suggest Trumpeter has really done its homework in terms of research and, of course, being China-based, would have had much more information available and almost certainly access to the real aircraft.

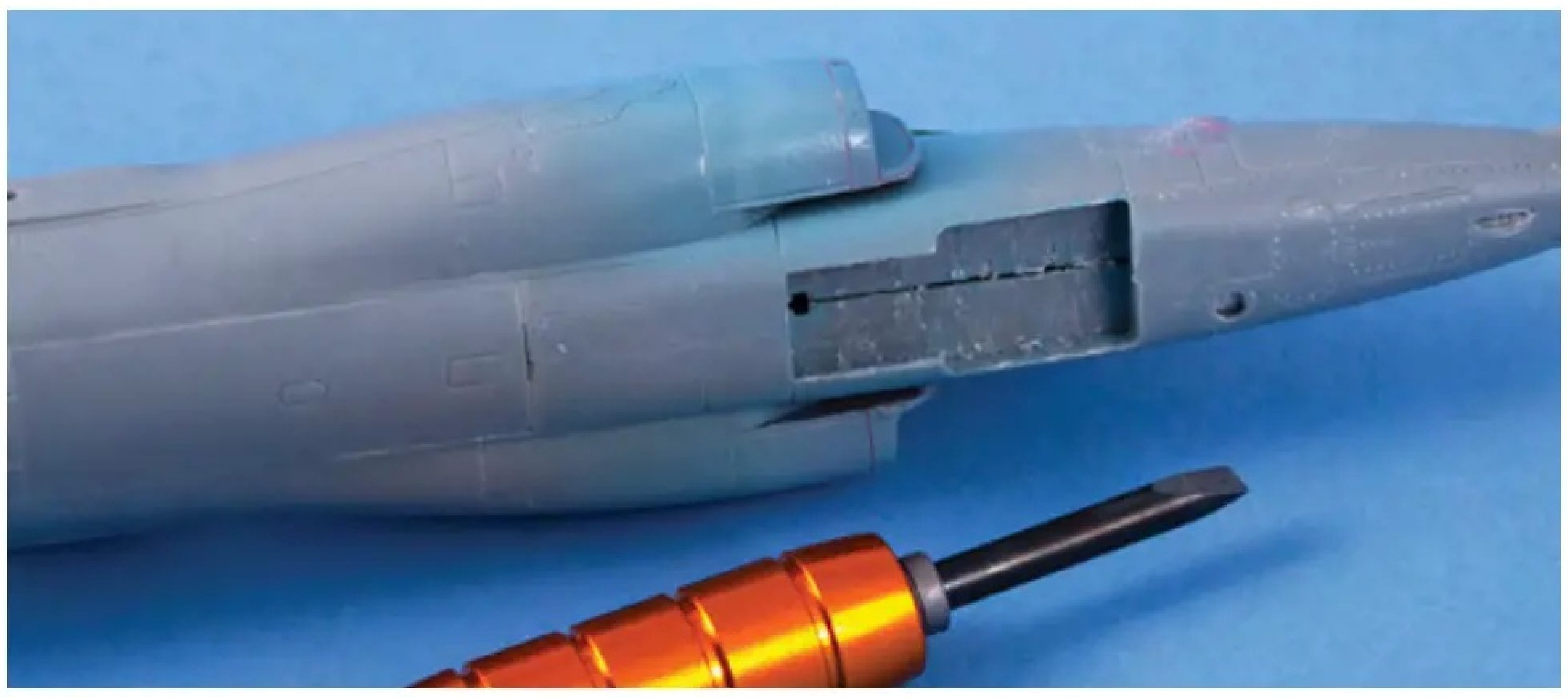
Starting with the cockpit, the basics were provided: a two-part seat, control column, instrument panel and the 'bath-tub' into which everything went. The seat was rather simplified and benefited from extra detail, including a harness cut from painted strips of Parafilm. Trumpeter supplied a decal for the instrument panel. Again, without specific references it was impossible to assess actual cockpit colours, but a blue-grey similar to that seen on MiG-19s seemed likely.

Trumpeter suggests 10g of nose weight, for which Deluxe Materials' Liquid Gravity was used. The tiny pellets were embedded in modelling clay and pressed into the ▶

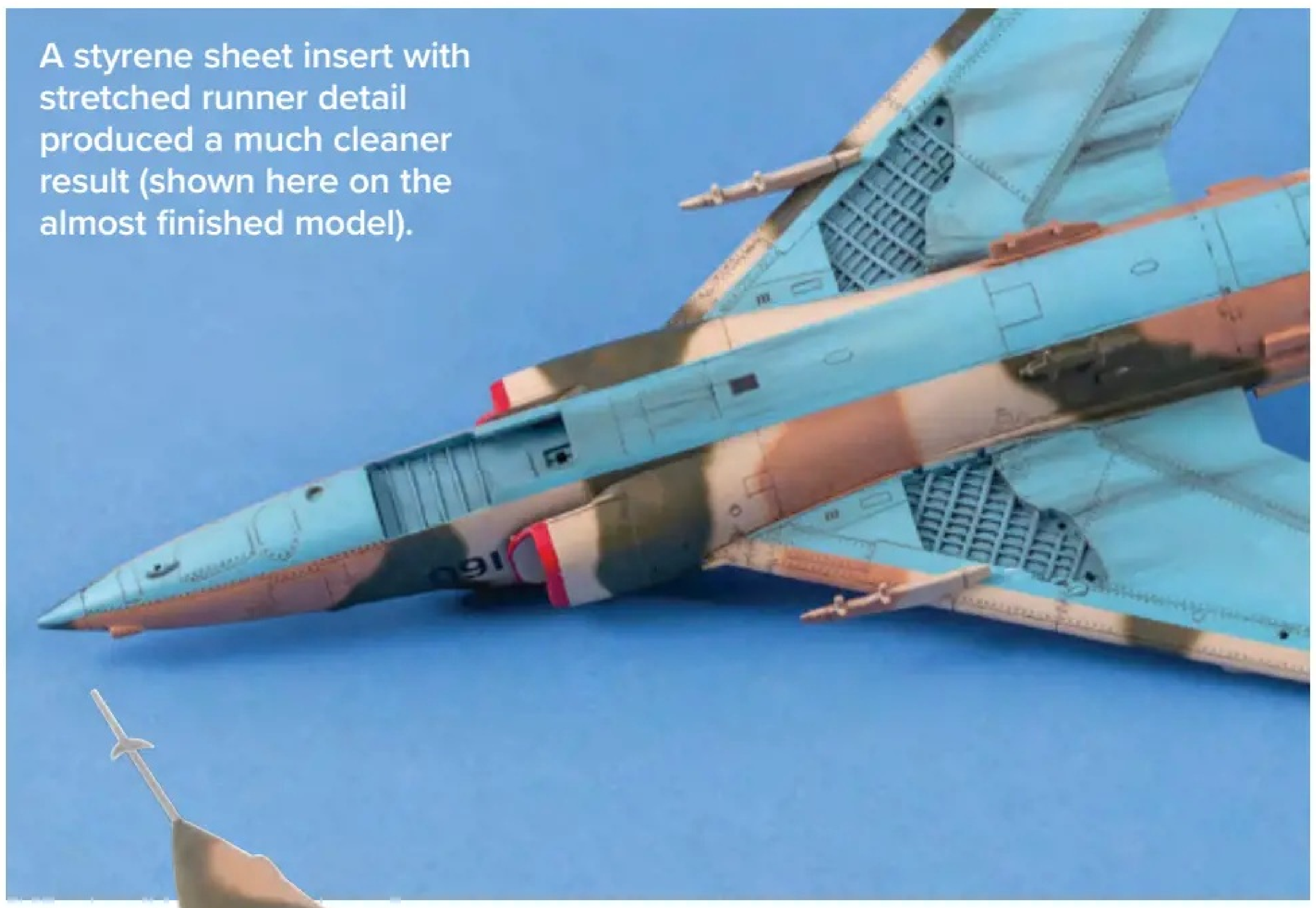




▲ Filling and treating the prominent seam in the nosewheel bay was virtually impossible.



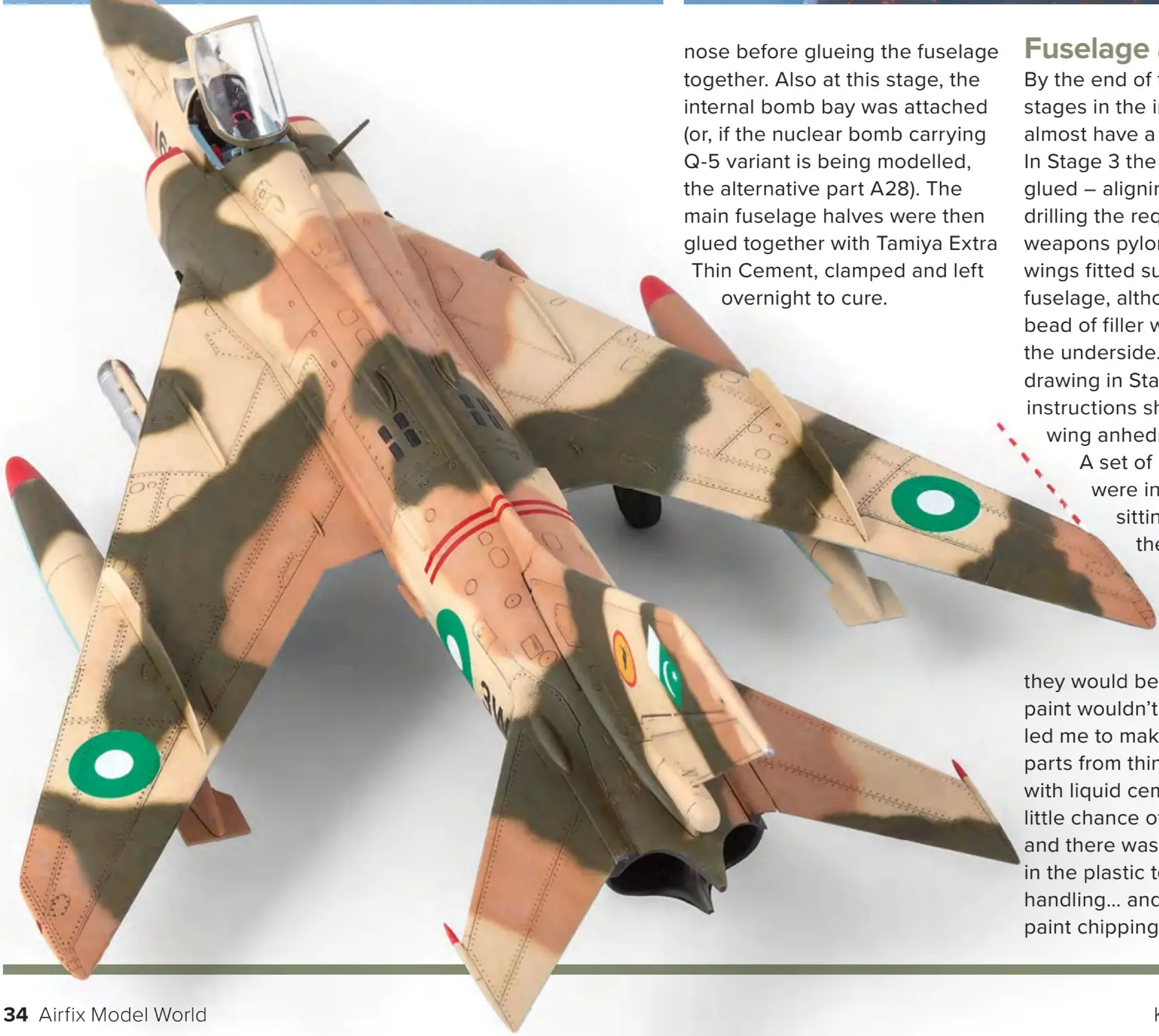
▲ Instead, the raised detail was first removed with a fine chisel, a task that would have been much easier before the fuselage halves were glued together...



A styrene sheet insert with stretched runner detail produced a much cleaner result (shown here on the almost finished model).

Clear Prop Models produces a well-designed canopy masking set (72031) for the Trumpeter kit.

ACCESSORIES
for scale plastic kits
Clear Prop!
NANCHANG Q-5
painting mask for
Trumpeter kits made from
"yellow kabuki paper"
1:72
CPA-72031
made in Ukraine

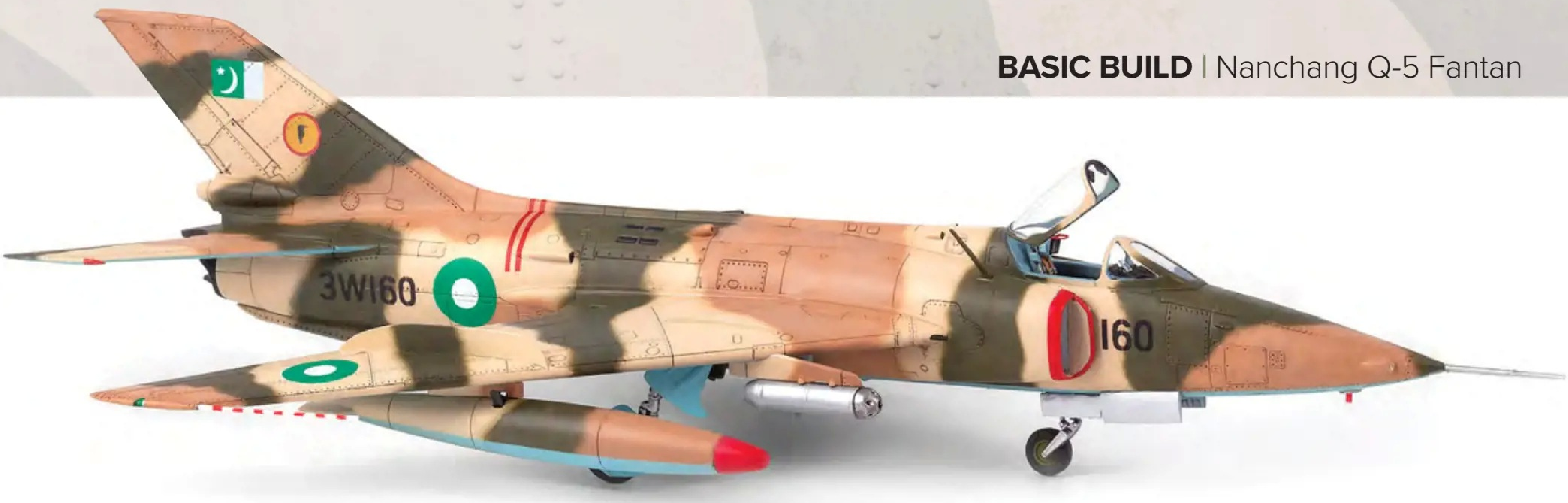


nose before glueing the fuselage together. Also at this stage, the internal bomb bay was attached (or, if the nuclear bomb carrying Q-5 variant is being modelled, the alternative part A28). The main fuselage halves were then glued together with Tamiya Extra Thin Cement, clamped and left overnight to cure.

Fuselage and wings

By the end of the next three stages in the instructions, you almost have a complete airframe. In Stage 3 the wing halves were glued – aligning perfectly – after drilling the requisite holes for the weapons pylons. The completed wings fitted superbly to the fuselage, although the slightest bead of filler was needed on the underside. The front-view drawing in Stage 12 of the instructions shows the correct wing anhedral.

A set of PE wing fences were included, these sitting in recesses on the wings' surface. My phobia of metal parts and the absolute conviction that they would bend, snap or that paint wouldn't adhere properly, led me to make replacement parts from thin styrene. Attached with liquid cement, there was little chance of them shearing and there was enough flexibility in the plastic to withstand handling... and there were no paint chipping issues.



A one-piece rear fuselage section was provided, which was sprayed Alclad ALC-120 Gunmetal inside. An insert, moulded with simplified jet nozzle detail, was similarly painted, then dry-brushed with light grey, but it's positioned so far inside that nothing of it can be seen. Again, the fit of the rear section to the main fuselage was virtually perfect. Stage 5 of the instructions dealt with the horizontal stabilisers and the vertical fin, which was in halves. All were attached without drama.

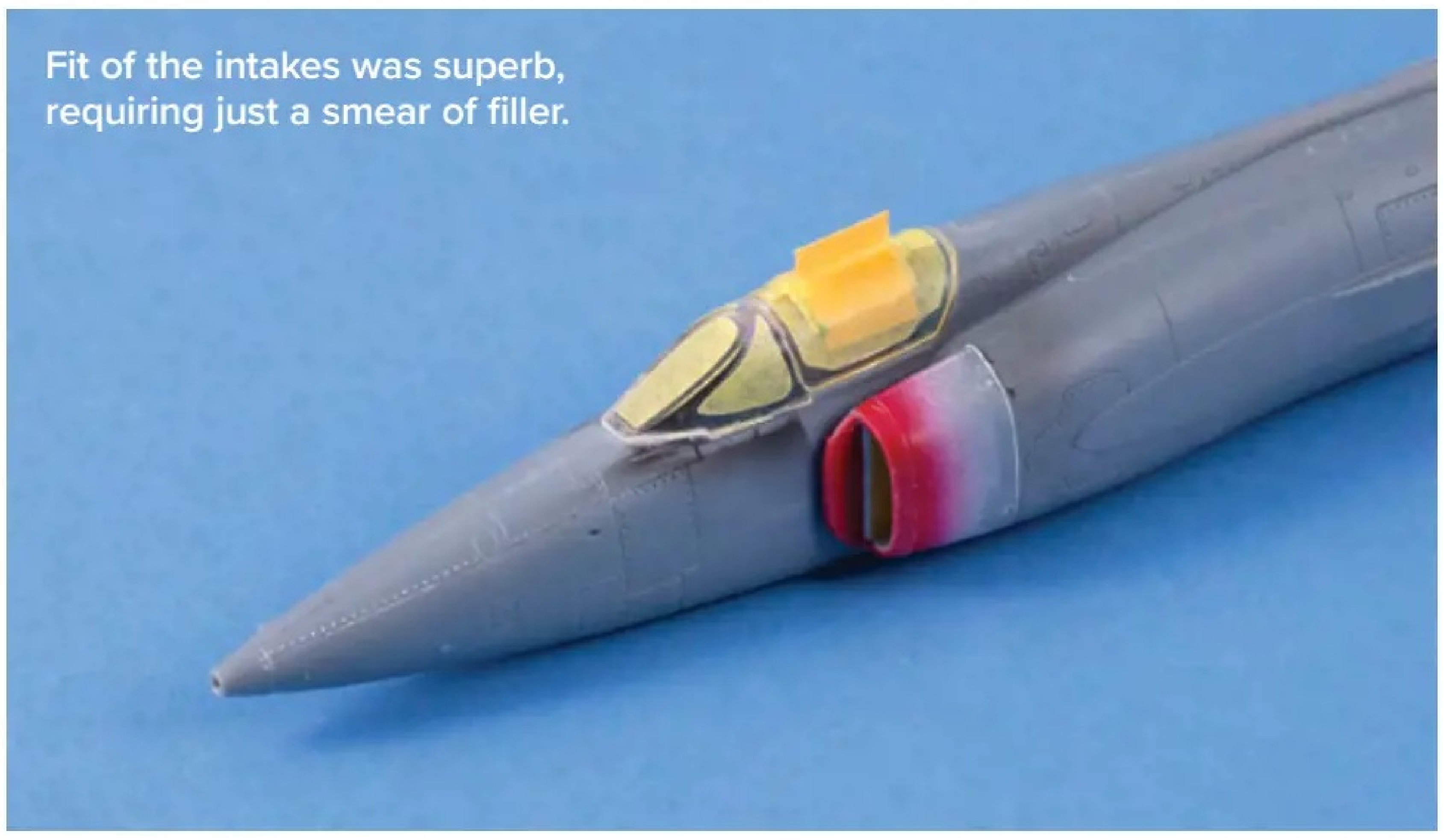
Unusually, each of the two intakes was supplied as one piece, unlike the more conventional two-piece construct (with a separate splitter plate). Trumpeter's approach ensured a better fit, but made it more complicated to paint and mask the white or silver inside. The colour scheme chosen also had red trim along the forward edges, and this was painted first and masked for the duration of the paint application. It was no surprise that the intakes too fitted really well, helped by the join being along a panel line, and needing just the thinnest bead of filler.

Several small air intakes must be attached, along with the rear fuselage strakes, but some of the other smaller and more fragile parts were painted separately and attached at the end.

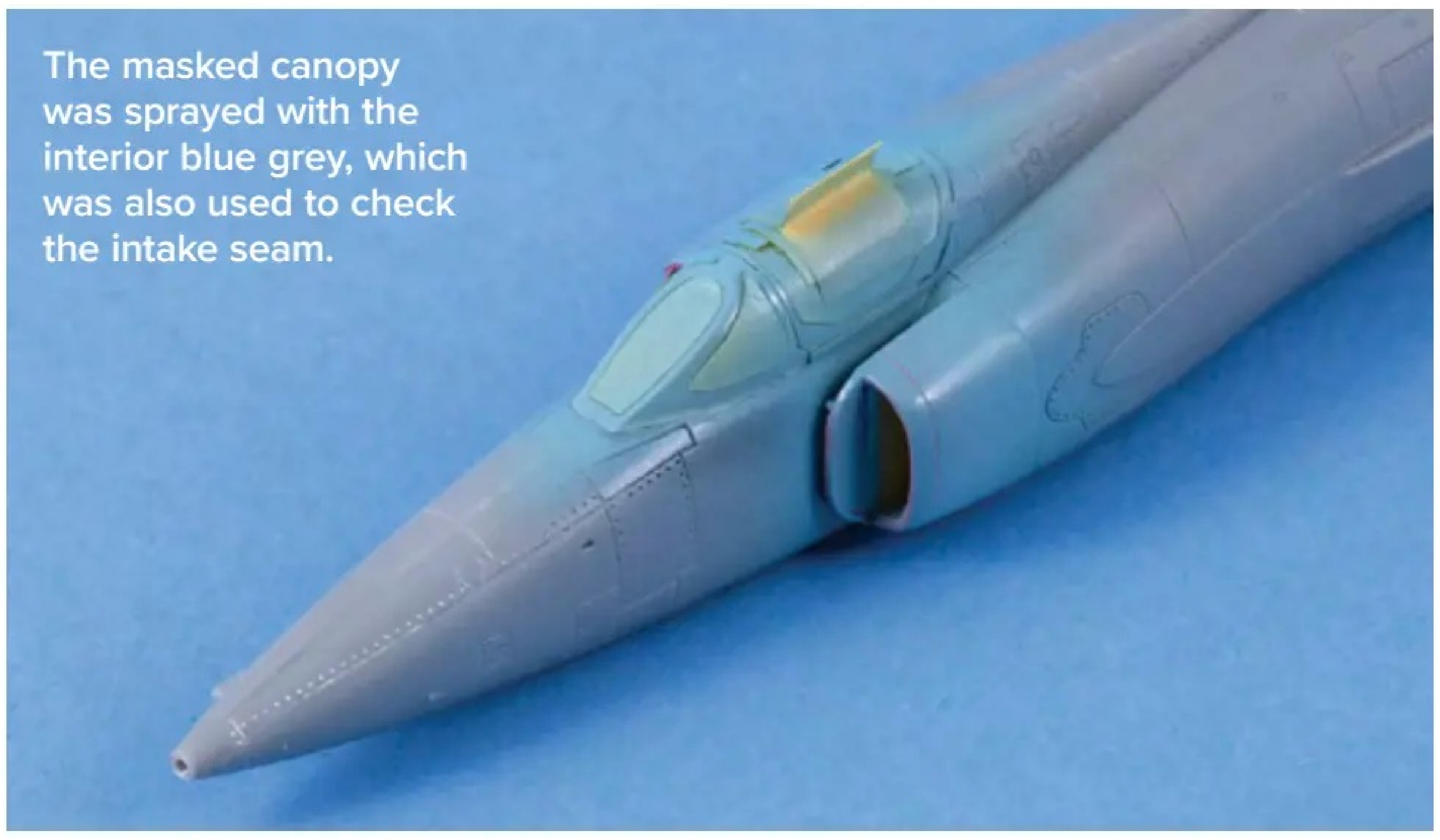
The windscreen and canopy were affixed at this time, the latter only temporarily, since it would be posed open later. A masking set from Clear Prop Models was used.

Colourful camouflage

There were several foreign users of the Q-5 (export versions were actually referred to as A-5), among them the Pakistani Air Force. Trumpeter provides decals for one of these aircraft, but I'd found a more interesting camouflage scheme online. Unfortunately, the image was low resolution and quite blurry, so details such as the squadron badge were indistinct. I therefore apologise in advance to all devotees of Pakistani aviation, for taking artistic liberties in reproducing this scheme. For example, the design inside the yellow squadron badge is only a 'best guess' and, in the absence of reliable research, the camouflage colours were simply matched to the photo, definitely a most unreliable method.



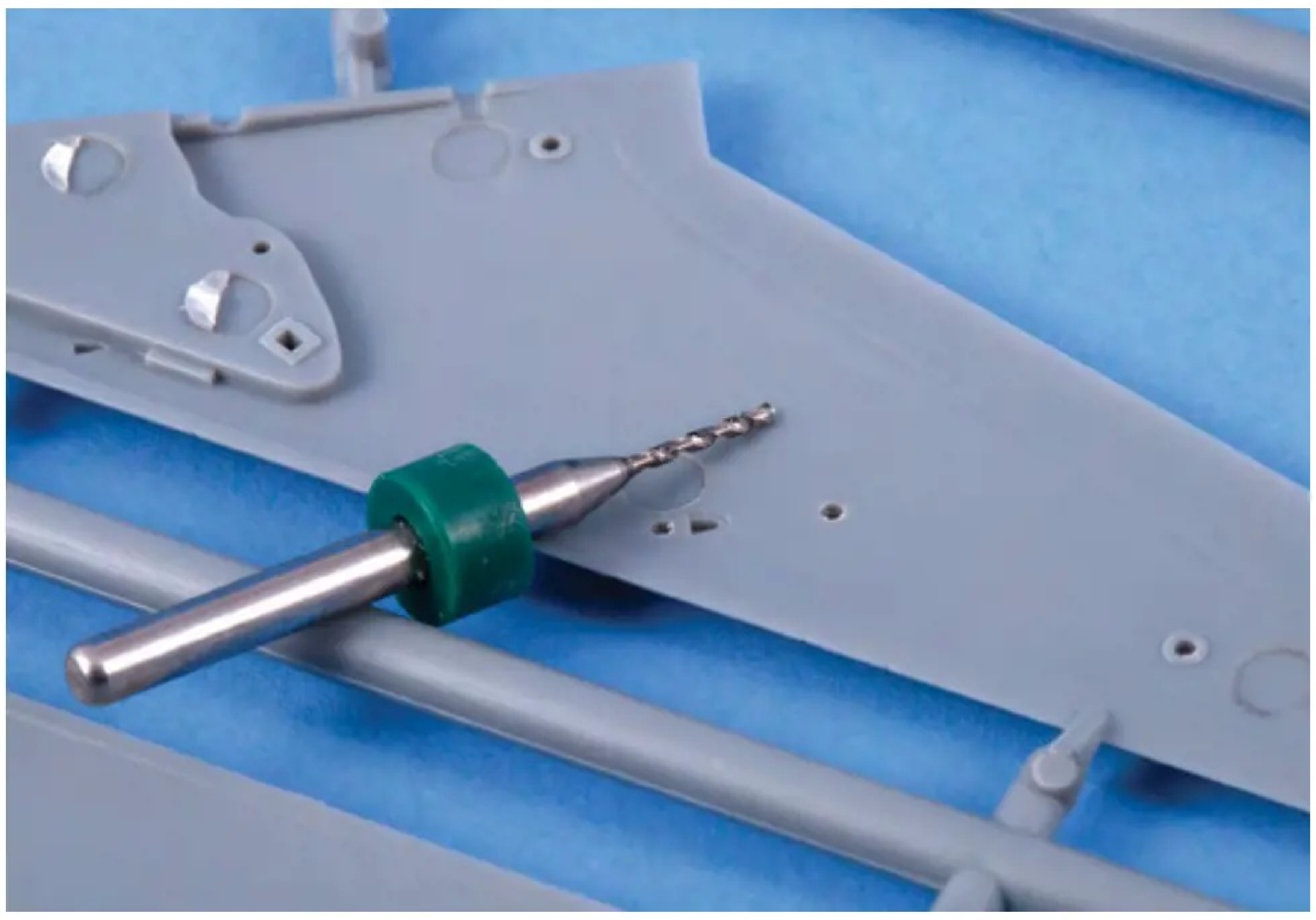
Fit of the intakes was superb, requiring just a smear of filler.



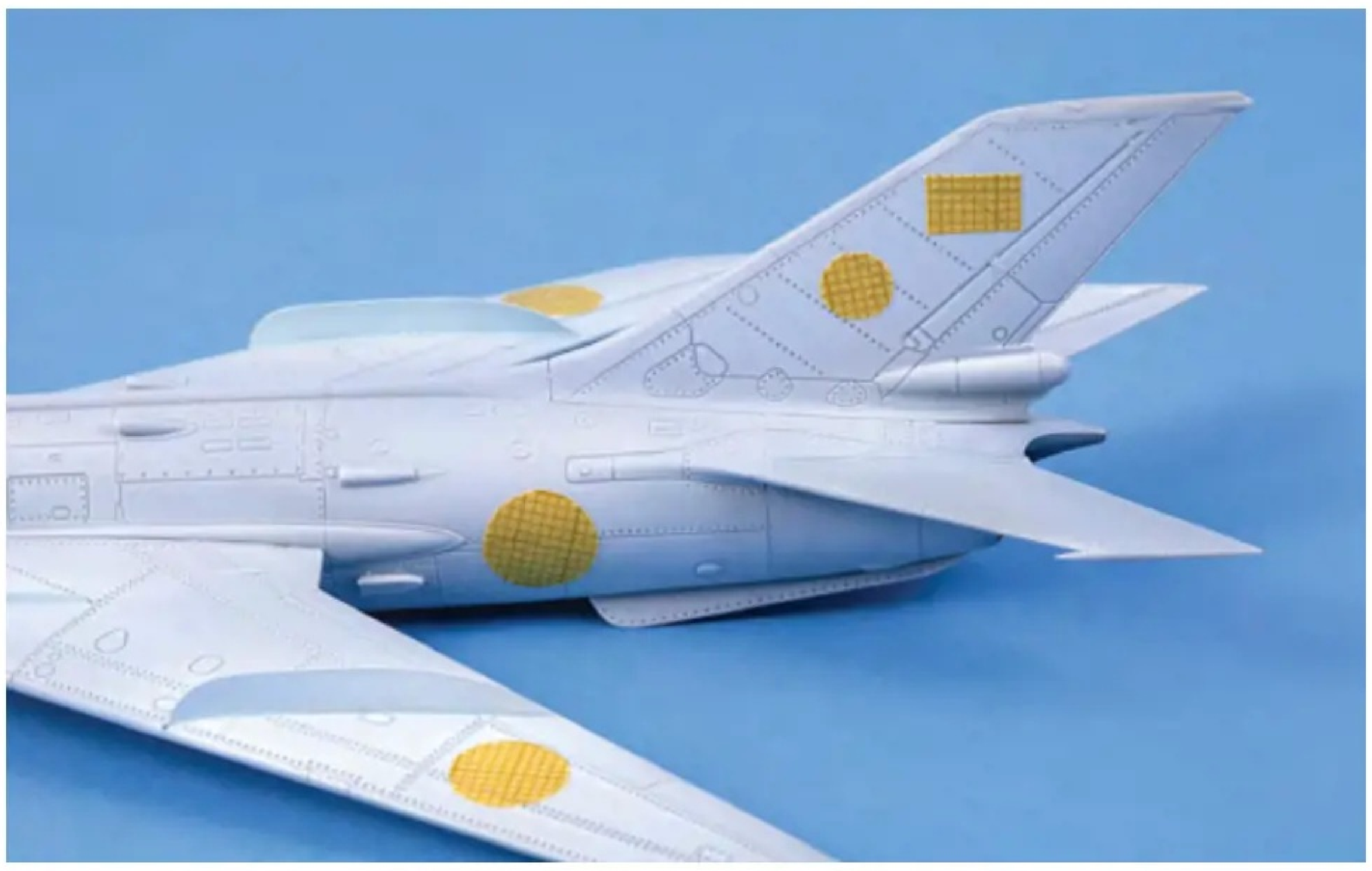
The masked canopy was sprayed with the interior blue grey, which was also used to check the intake seam.

▼ Alclad's Gunmetal was airbrushed inside the one-piece rear fuselage (which fitted beautifully to the forward section).

▼ As indicated in the instructions, holes were drilled for the underwing pylons.



▲ The PE wing fences were used as templates to create thin styrene replacements, which were slightly more robust than the metal parts.



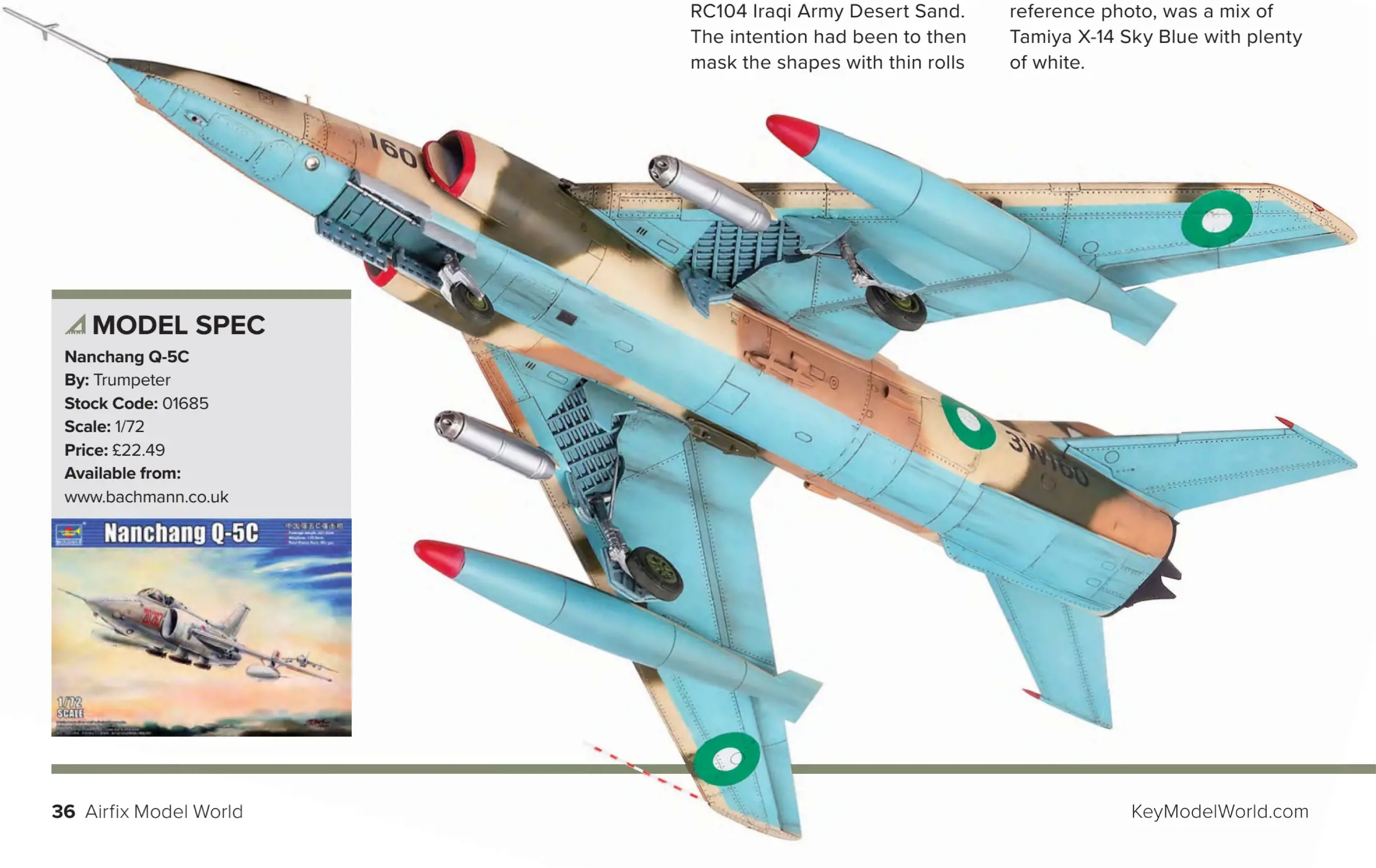
▲ To prevent see-through on the home-printed decals, same-sized masks were applied in their positions over the white primer.

IRAQI ARMY DESERT SAND
AK

▲ With no actual painting information available for the Pakistan AF version, colours were matched to a photo of the real aircraft. AK's RC104 Iraqi Army Desert Sand was chosen as being a close match to the base colour.

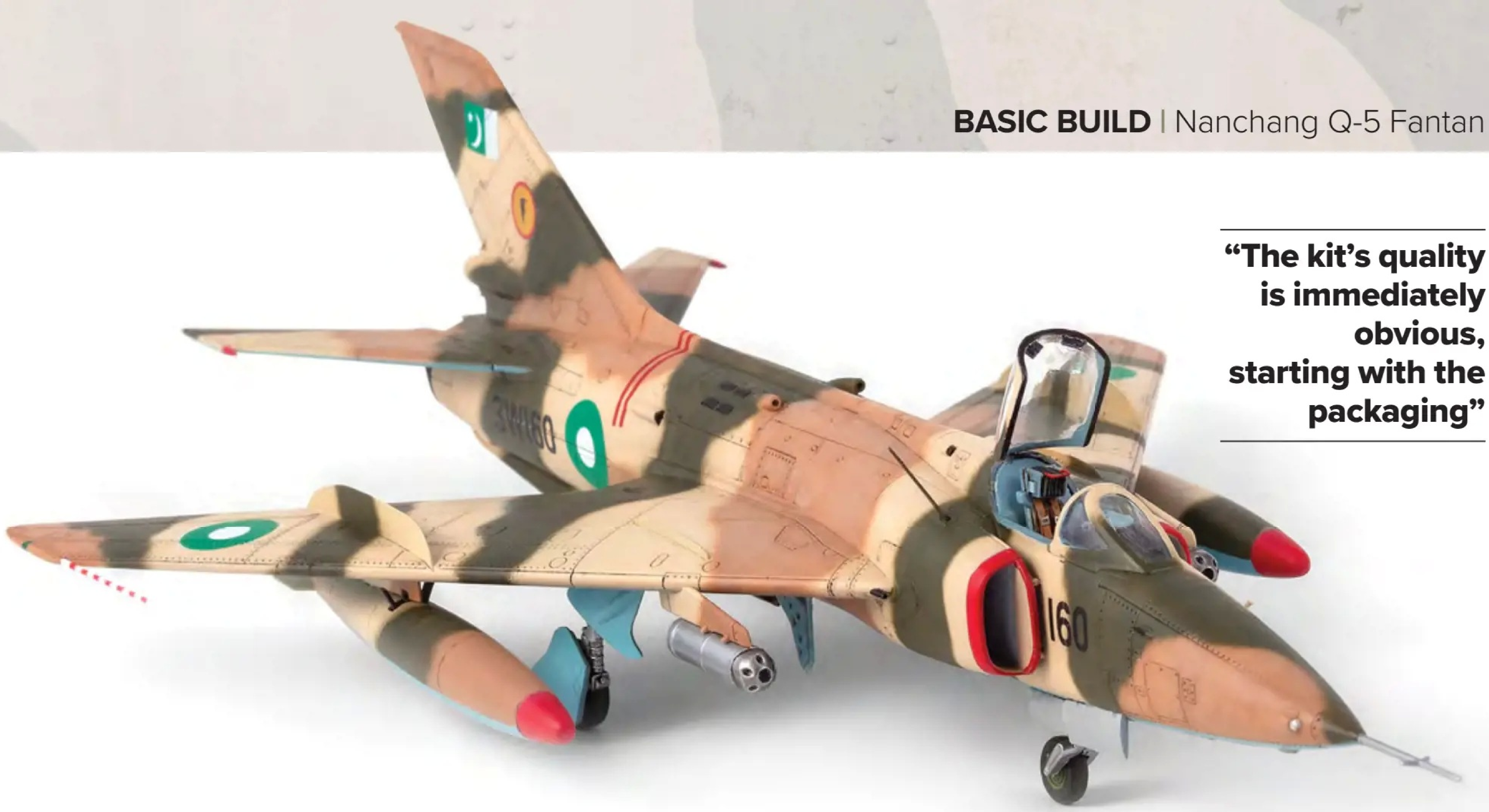
A base coat of Tamiya White Surface Primer was sprayed first, then the decal positions were masked. This is because the self-printed decals were colour laser-printed and the inks were transparent, requiring a white base (the primer) to correctly render the colours. The circles for the roundels were also masked, in case the kit decals' opacity was insufficient to prevent the underlying colours from showing through.

Camouflage painting began with the light tan colour, in this case AK Interactive's Real Color RC104 Iraqi Army Desert Sand. The intention had been to then mask the shapes with thin rolls of Blu Tack, but after a frustrating hour of attempting to match the tight curves and confusing the colours, this approach was abandoned. Cue some freehand airbrushing, which was a little more forgiving, using a lower air pressure than usual and slightly more thinner in the paint. AK Real Colors were employed: RC225 Dark Tan FS 30219, with a little of the sand colour mixed in to lighten it, and RC286 RAF Dark Green, which was lightened slightly using a little of the Dark Tan. The unusual underside colour, again matched to the reference photo, was a mix of Tamiya X-14 Sky Blue with plenty of white.



MODEL SPEC

Nanchang Q-5C
By: Trumpeter
Stock Code: 01685
Scale: 1/72
Price: £22.49
Available from:
www.bachmann.co.uk



"The kit's quality is immediately obvious, starting with the packaging"

After a gloss coat, the decals were applied. Trumpeter's markings were excellent, even if the green of the roundels looked a little bright. They floated off the backing sheet after just a few seconds, slid into position with the aid of Micro Set, then settled perfectly into the recesses.

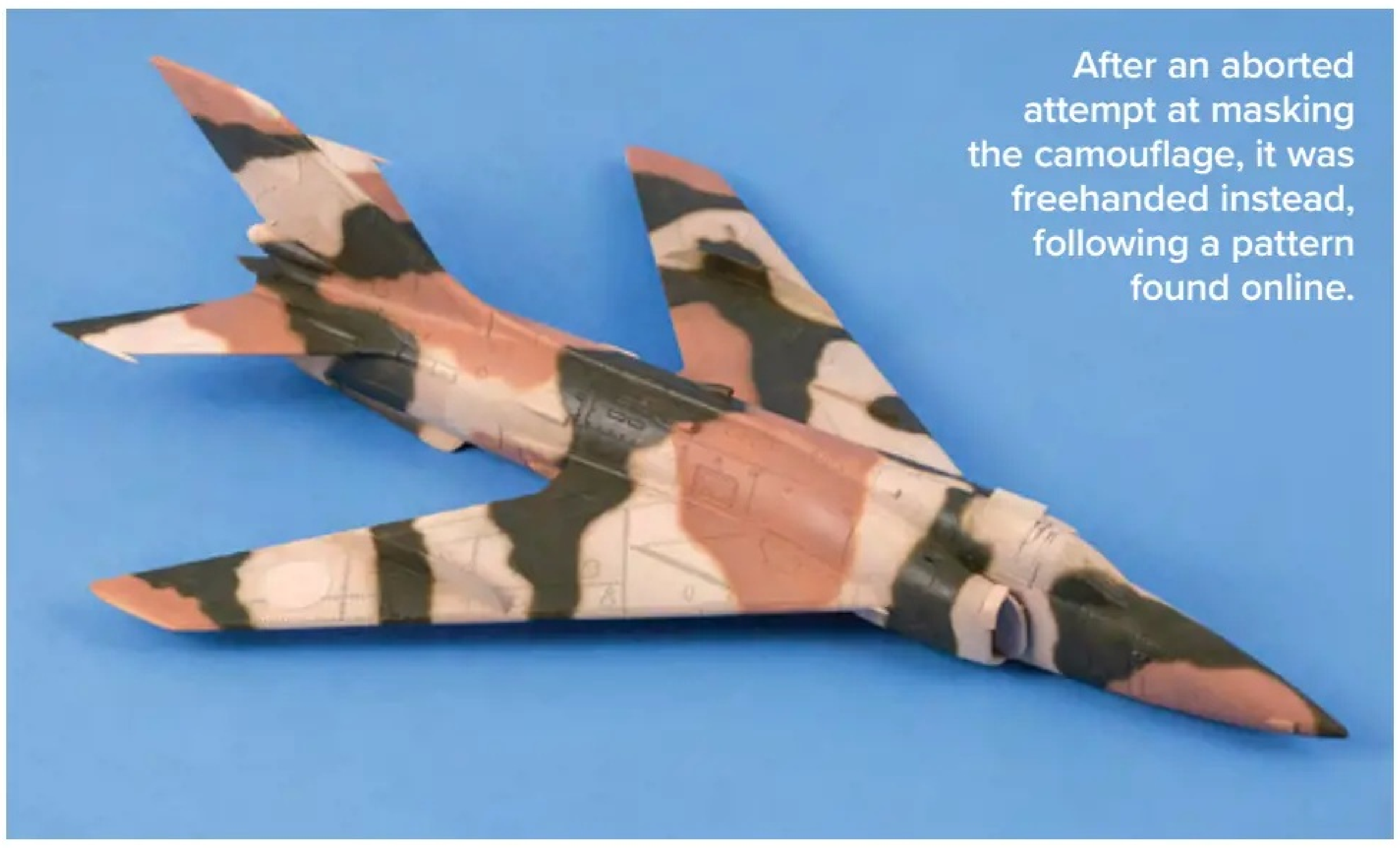
Restrained weathering followed, in the form of heavily diluted lighter shades of the main colours, mixed from oil colours and dabbed randomly across the model's surface. A dirty brown/grey mix was employed on the undersides to represent oil and hydraulic streaks, plus general grime. The same wash was used to accentuate detail in the undercarriage bays.

Once everything was cured and sealed with another application of X-22 Clear, a highly diluted wash of Burnt Umber oil was applied as a pin wash in the rivets and panel lines.

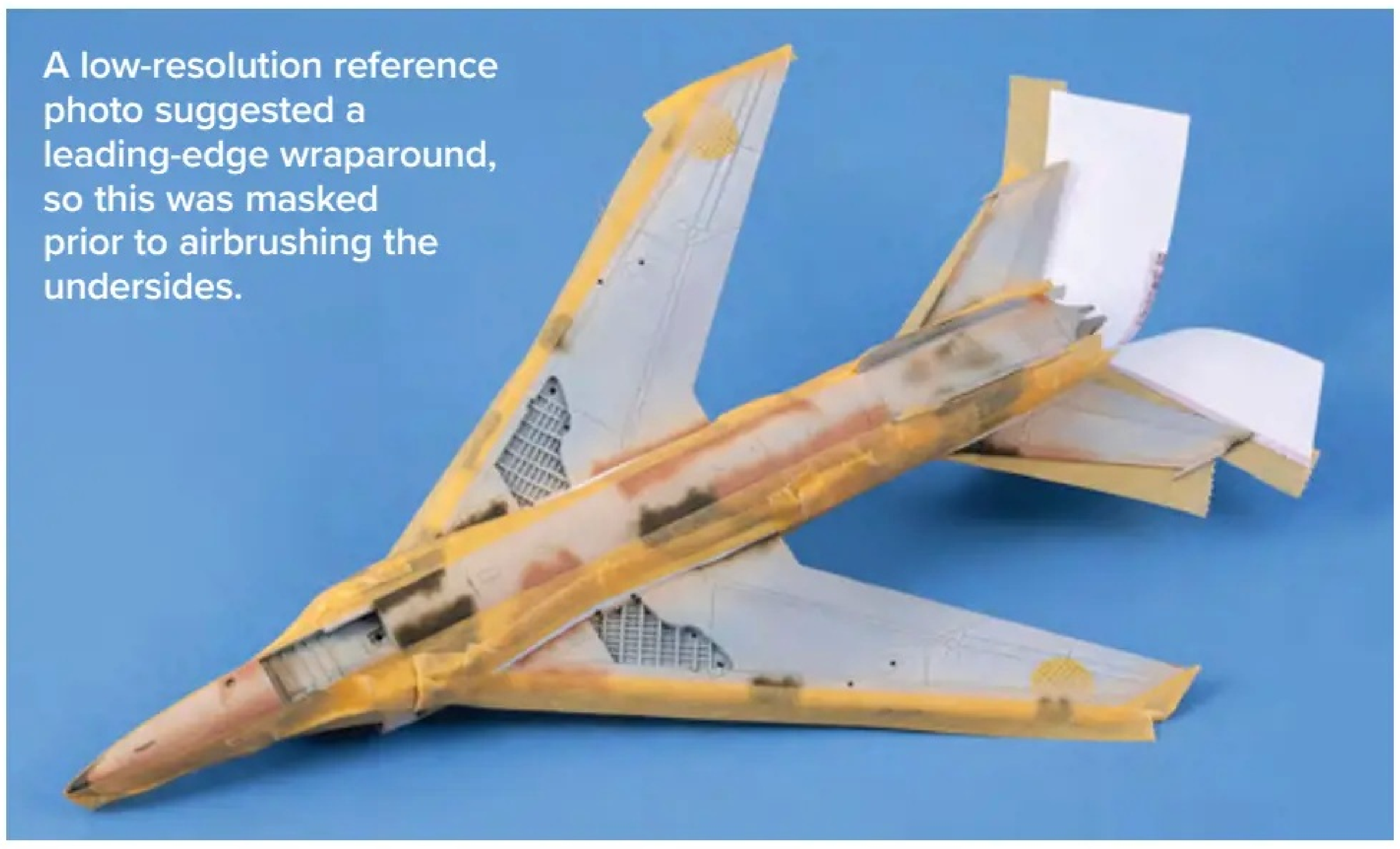
The final sheen was created using Vantage Modelling Solutions (VMS) XXL Satin. Not only is this product easy to apply with an airbrush (turn up the air pressure and shoot it wet), but it dries quickly, especially with the assistance of a hair dryer, and is impressively robust.

Finishing touches

With the main airframe completed it was time to add



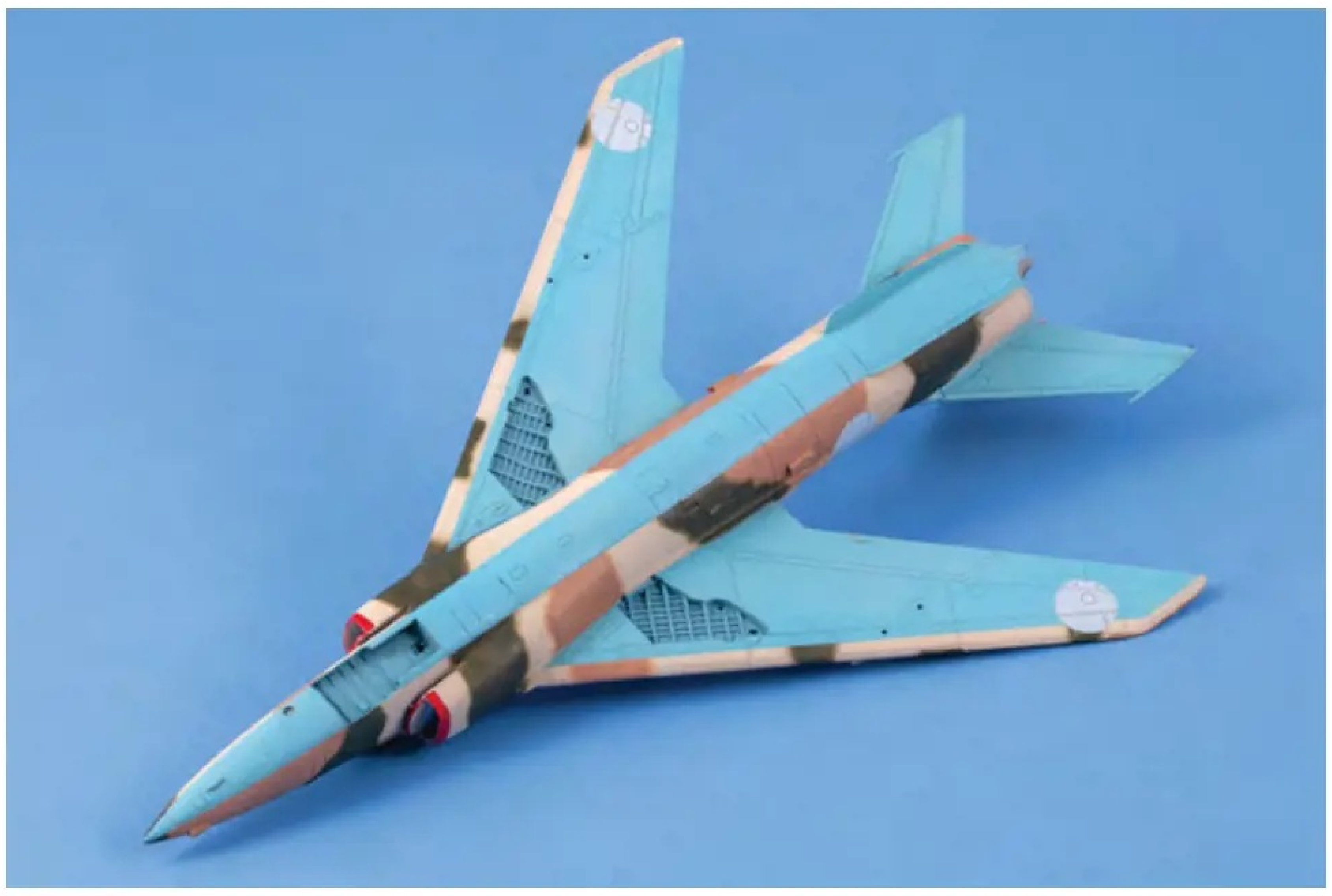
After an aborted attempt at masking the camouflage, it was freehanded instead, following a pattern found online.

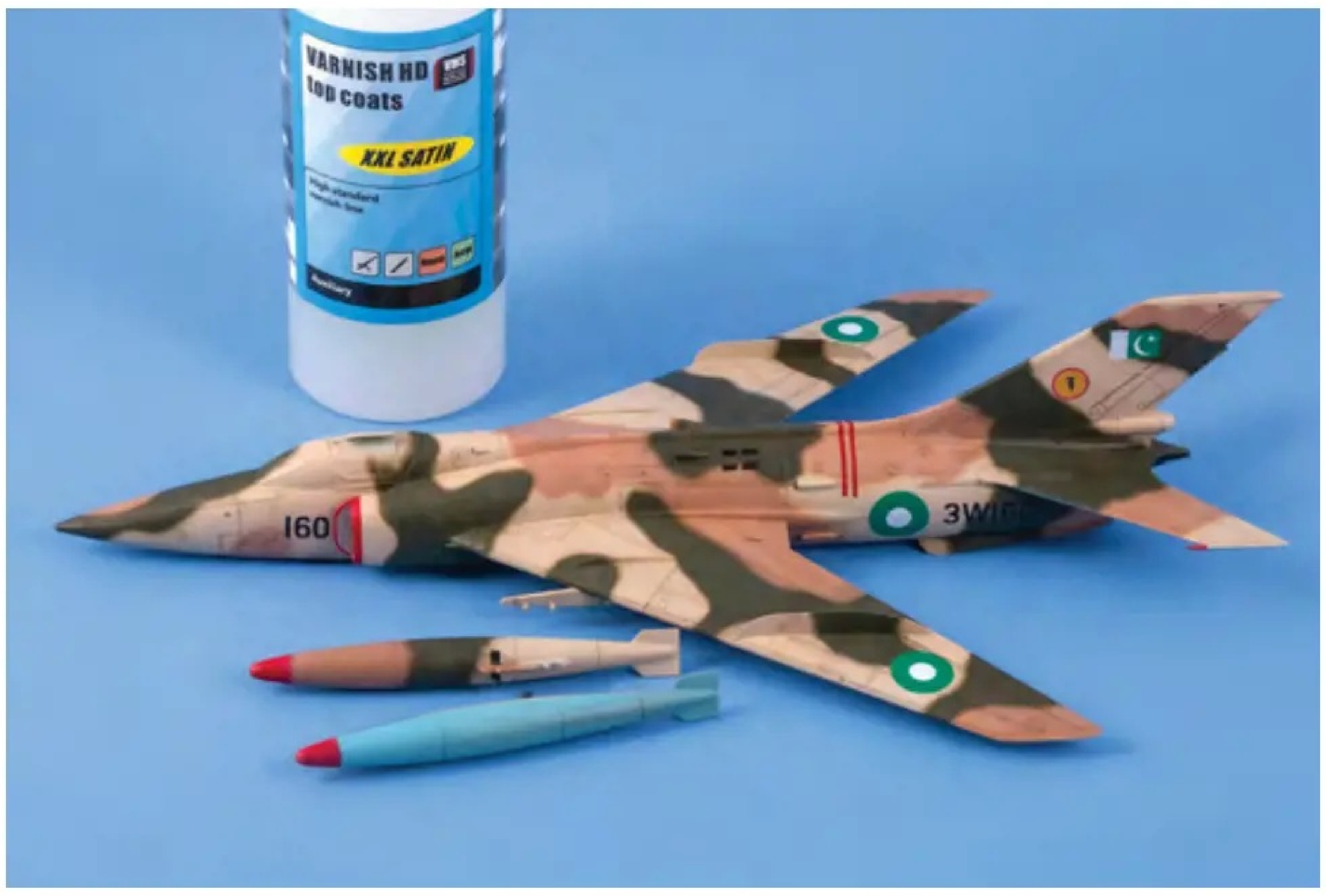


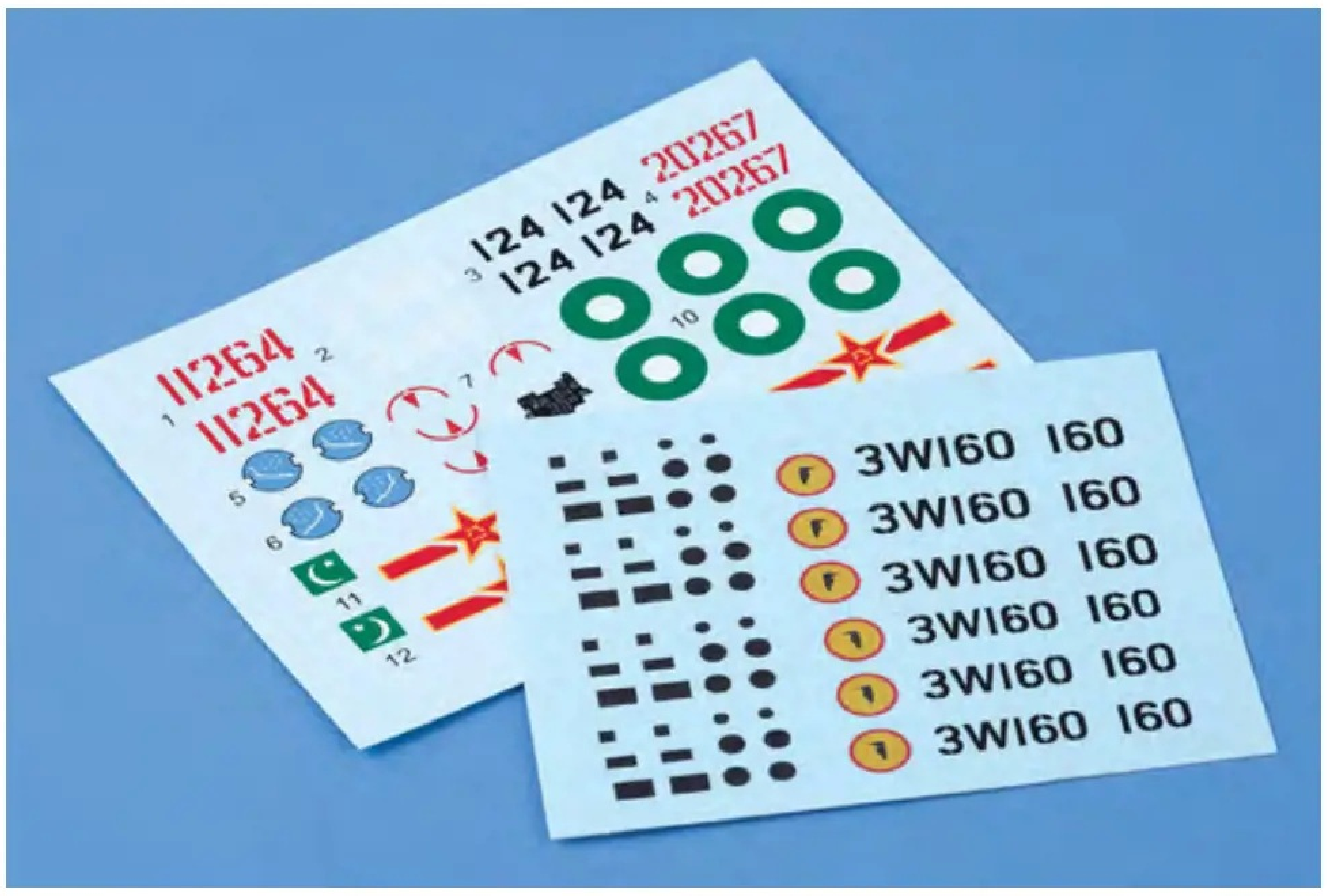
A low-resolution reference photo suggested a leading-edge wraparound, so this was masked prior to airbrushing the undersides.

▼ All the masks were removed, revealing several areas needing touch-ups – as usual!

▼ After weathering, glossing, decaling and oil-washing, the model received VMS XXL Satin varnish.



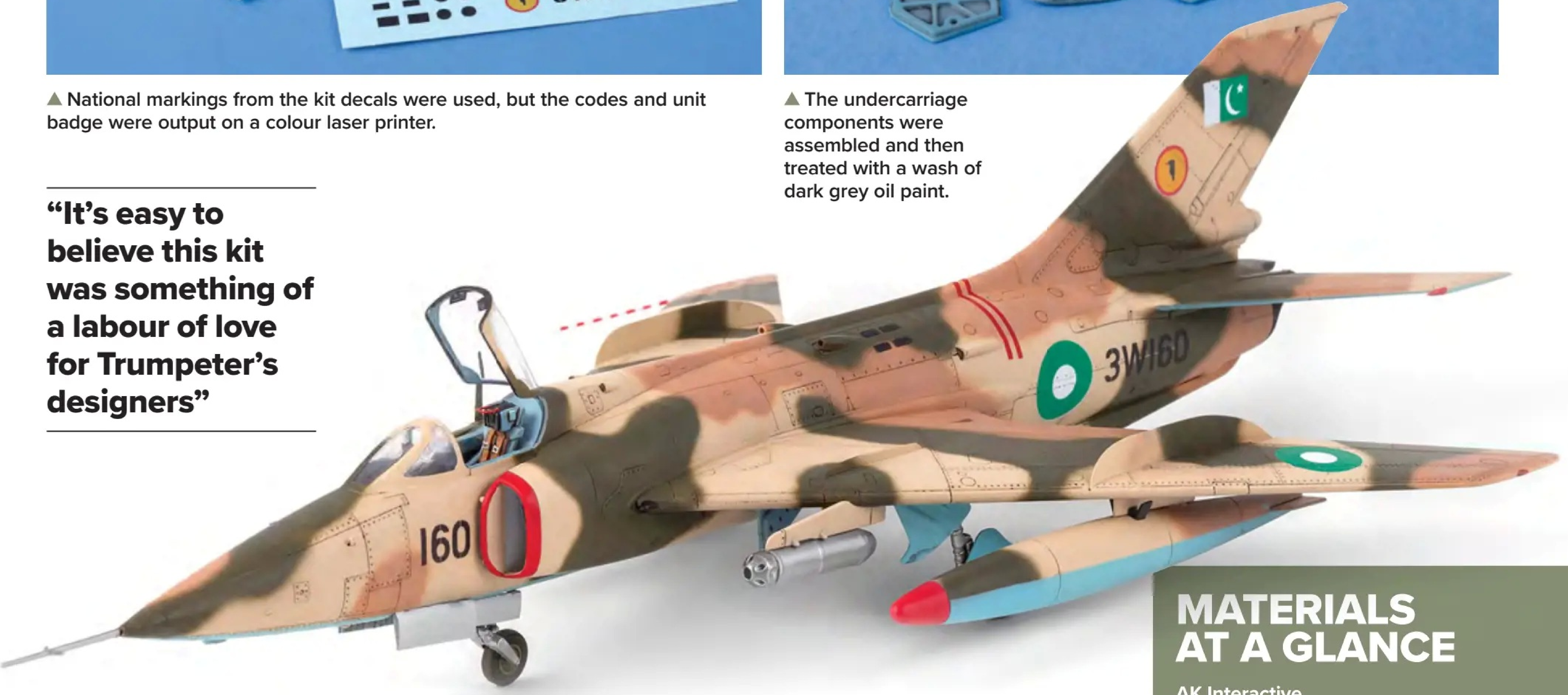




▲ National markings from the kit decals were used, but the codes and unit badge were output on a colour laser printer.

▲ The undercarriage components were assembled and then treated with a wash of dark grey oil paint.

> **"It's easy to believe this kit was something of a labour of love for Trumpeter's designers"**



the undercarriage and ordnance. Trumpeter provided a single KB-1 nuclear bomb for the Q-5 variant only, and for the Q/A-5C versions there were under-wing drop tanks, two 57mm rocket pods, two 250lb bombs and, of course, their respective pylons. Sway braces were supplied for the drop tanks, but for some reason these were significantly short of actually reaching the wing undersurfaces (possibly a builder-induced error).

The last remaining additions included aerials and the nose probe. My reference photo showed a prominent red and white striped pitot on the starboard wing, which was replicated with a section of stretched styrene.

Miniature delight

It's easy to believe this kit was something of a labour of love for Trumpeter's designers, such was the standard of engineering and attention to detail.

There really were no pitfalls, and although there was room for further detailing in the cockpit and undercarriage bays, what was provided was more than adequate. For fans of more exotic air forces, Trumpeter's Q-5 is more than welcome, having been operated by Myanmar, Bangladesh, Sudan, Pakistan and (possibly) North Korea. AMW

▲ Correctly positioning the open canopy necessitated this makeshift contraption, using two paint bottles and a section of elastic band to support the clear part while the adhesive dried.

MATERIALS AT A GLANCE

AK Interactive (www.ak-interactive.com)
RC104 Iraqi Army Desert Sand
RC225 Dark Tan FS 30219
RC286 RAF Dark Green

Alclad 2 (www.alclad2.com)
ALC-120 Gunmetal

Clear Prop! (https://clearpropmodels.com)
CPA72031 Nanchang Q-5 Painting Mask

Deluxe Materials (https://deluxematerials.co.uk)
BD38 Liquid Gravity

Tamiya (www.hobbyco.net)
87044 White Surface Primer
X-14 Sky Blue
X-22 Clear

Vantage Modelling Solutions (www.albionhobbies.com)
XXL Satin

Winsor & Newton (www.winsornewton.com)
Burnt Umber

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The Cult of Modelling Celebrity

Back in my youth, two of the key modelling figures in the 1970s, through to the 1980s and beyond were Chris Ellis and François Verlinden. Their creations filled inspiring books and magazines in this printed page, pre-digital hobby world, where the models and techniques themselves were the stars of the show rather than their authors. There was no overt pursuit of fame or notoriety, just a transparent pleasure and drive to share their knowledge and enjoyment with a wider audience, for the benefit of all.

They became 'known', almost as an incidental and not in the way that's commonplace today. Modern social media has flipped the script and instead starts with personality and brand first; the modelling an addendum to this, blandly badged as 'content'... pulp for the gaping digital maw. The pursuit of fame, of being immediately recognised and referred to as an 'influencer' is in sharp contrast with the days of Ellis and Verlinden, who simply promoted the hobby and not themselves.

The present day 'cult of modelling celebrity' is the hollow child of a digital world, where the competition and clamour for attention dominates and 'likes', subscribers and followers are the commonly worshipped barometer of worth and success. There are still a few 'Ellis and Verlinden-like' people in the mix but the majority remain willingly seduced by the shallow allure of minor celebrity and the social media hype dream. For me, first among the former is 'Nightshift' on YouTube. Martin Kovac's enthusiasm, self-deprecation and humour are the foundation for models and techniques that say 'you can do this too' rather than 'look at me and what I've just made'. And there's the difference; sincerity over narcissism. Analogue or digital; the hobby comes first. Always.

Steve

Steve Budd

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Richard Spreckley creates a D-Day Spitfire PR.XI from Eduard's superb Mk.VIII kit and an AlleyCat resin conversion set

Spy in the Sky

▲ AlleyCat's conversion set is cast beautifully, with crisp panel lines on the wings and well-formed interior detail in the undercarriage bays.

Supermarine's Spitfire PR.XI was in essence a 'cut and shut' of several variants… bringing the best aspects into one airframe.

It featured elements from Mk.VII, VIII and IX airframes, while the distinctive deeper nose accommodated a 14.5 gal oil tank, while teardrop fairings on each extended 'bowser' wing housed fuel-booster pumps. More than 470 Mk.XIs were built, making it one of the RAF's photo-reconnaissance (PR) workhorses. Boasting two vertically mounted F52 36in focal-length cameras in the fuselage behind the cockpit, the majority were powered by Merlin 61, 63 or 63A engines (a small number were fitted with the high-altitude Merlin 70) and was completely unarmed.

So it begins

First port of call was to prepare the resin components, by washing them in warm (not hot) soapy water to remove any casting residue. Once completed, a small amount of flash on the wing leading edges was trimmed – note that the resin is quite soft, so care is needed. A vac-form canopy was also tackled at this stage, being trimmed to size using a sharp pair of micro scissors. Surprisingly, this was easier than expected as the styrene was quite forgiving and flexible. The most

> **"Considering its cast-resin nature, the detail is good and parts have smooth surfaces"**

interesting element is the inclusion of a forward fuselage section with the windscreen.

Having studied the instructions, the wings were the first to undergo surgery as per AlleyCat's directions to cut along specified panel lines. Erring on the side of caution, cuts were made on the 'waste' side, after which the wings were test-fitted and the mating surfaces fettled until a satisfactory join was achieved. The resin was then secured with cyanoacrylate adhesive (CA), remembering to add Eduard's internal undercarriage bay structures beforehand. While the wings were drying, it was time for arguably the trickiest cut, for the lower camera aperture insert. Again, panel lines are used as guides, although as the fuselage parts are separate, greater care is needed to ensure the same amount is removed from each side... the results wouldn't be known, though until later. The final surgery concerned the forward fuselage panels – to accommodate the wrap-around windshield – and this was similar to the camera panel, requiring close attention to minimise issues later.

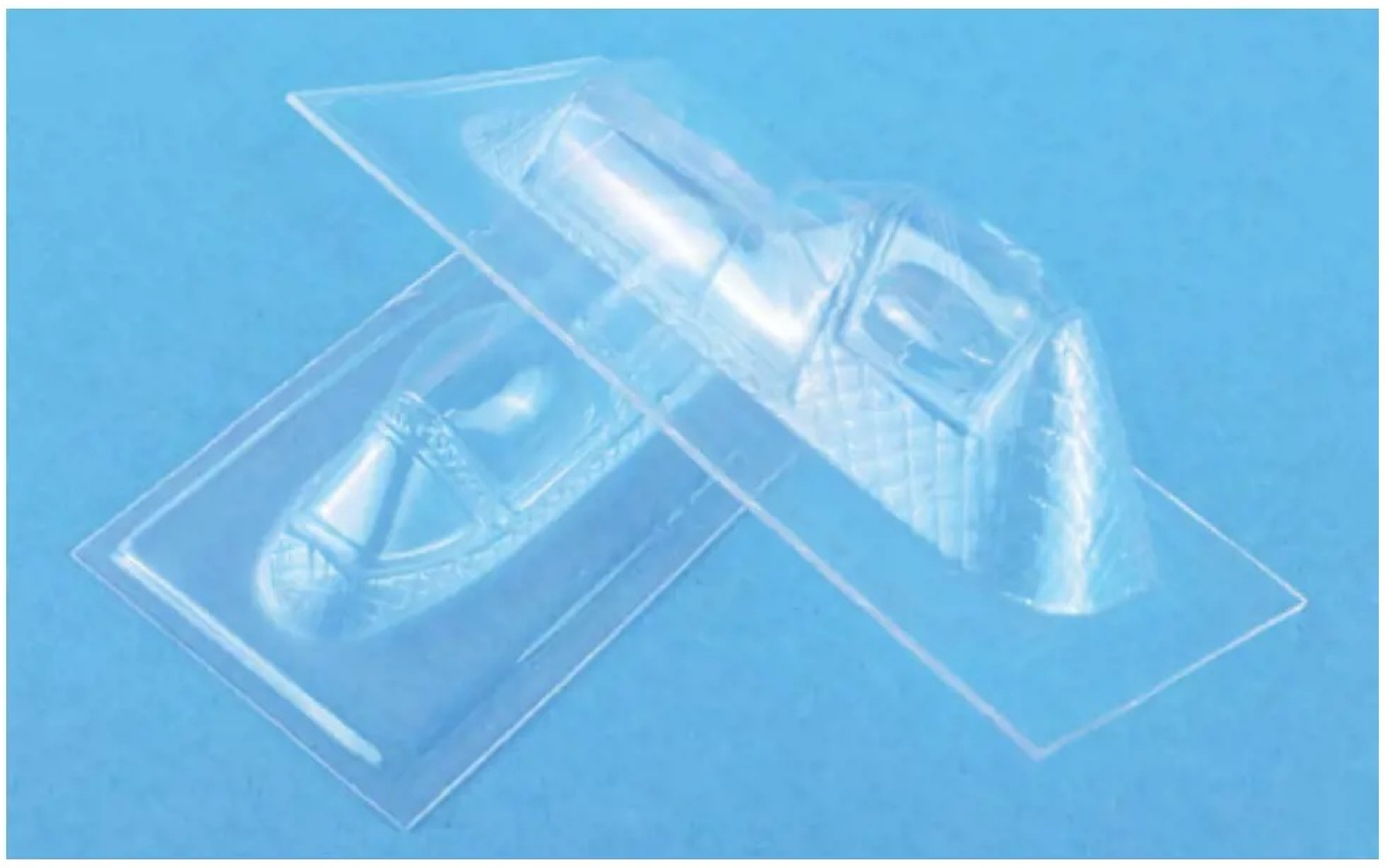
With the wings now set, the disparity in rivet detail was readily apparent, so Eduard's styrene was used as a template and the rivet patterns transcribed onto the resin wings with a sharp pencil. The aim here was to replicate the styrene detail as best as possible, but accuracy is not guaranteed, and there is an argument that scribing into styrene (and resin) can overscale the detail, and the result can look 'wrong'. The alternative is to wait until the primer has been applied and the detail effectively scribed through the paint, which should reduce any scale issues.

Managing two kits into one is always a challenge and it's important to keep track of work, annotating the separate instructions to ensure nothing is missed when going back and forth between the two. Eduard offers two versions of the cockpit, so it's important to work out which is required for a Mk XI. The firm's kits are arguably over-

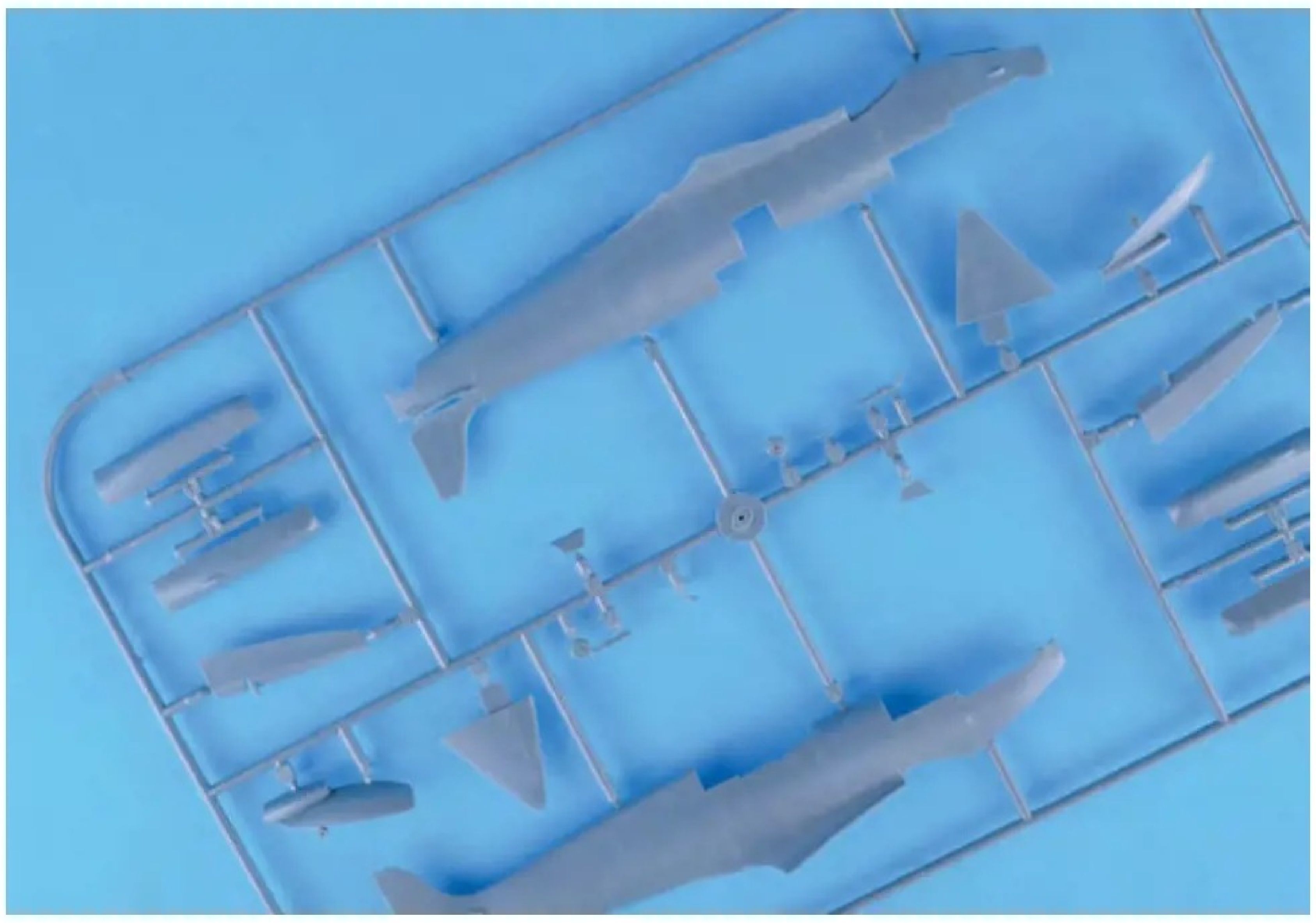
MODEL SPEC

Spitfire Mk.VIII
By: Eduard
Stock Code: 84154
Scale: 1/48
Price: £12.55
Available from: www.eduard.com

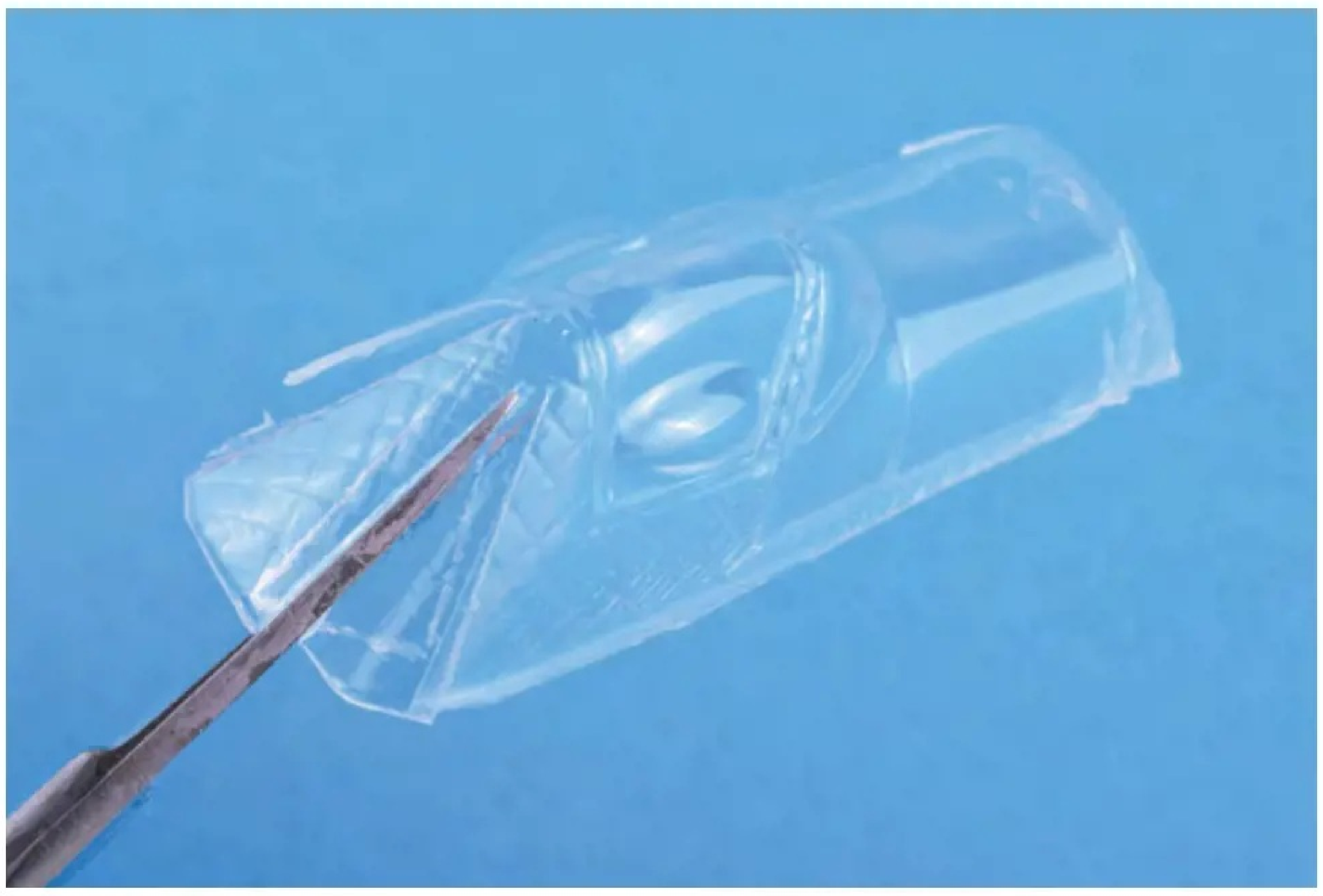
eduard
WEEKEND
Spitfire Mk.VIII
SCALE 1/48



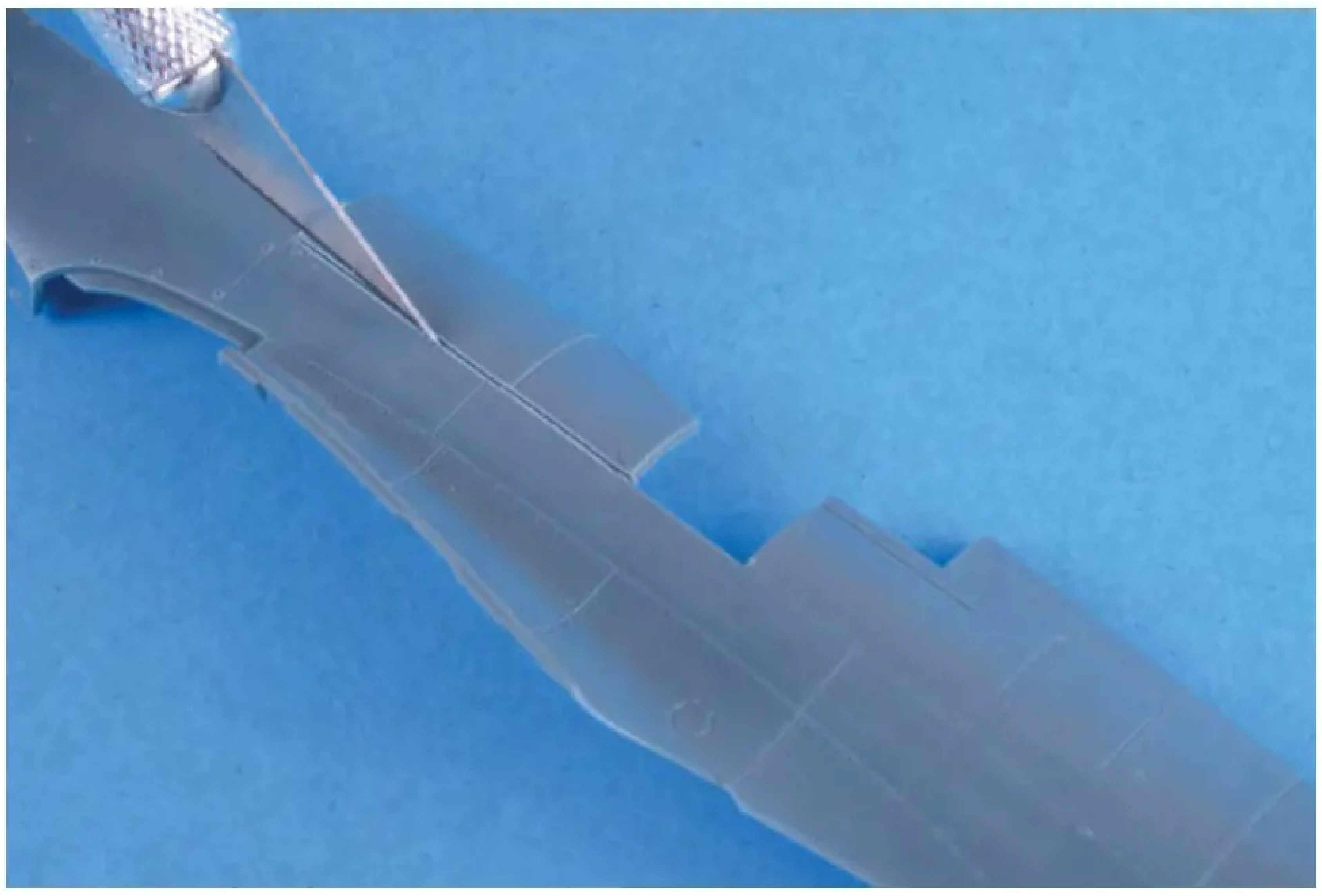
▲ Clear parts are vac-formed and have two variations, depending which of the six schemes is chosen.



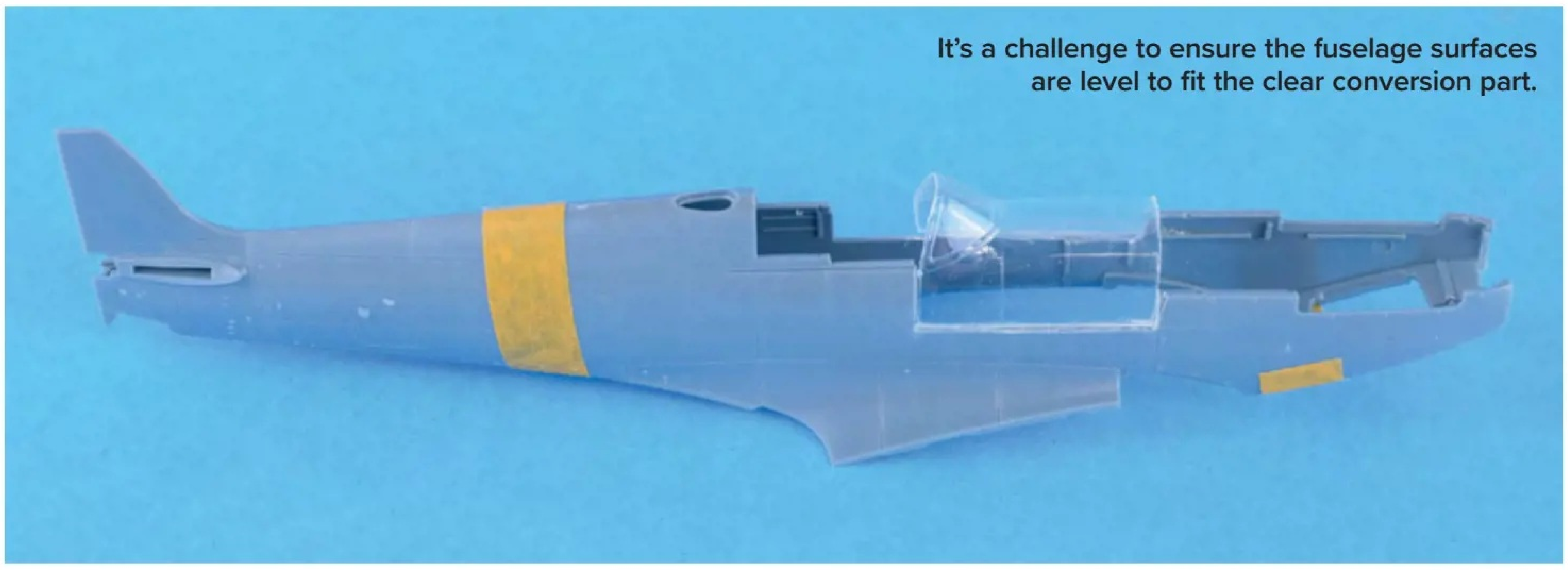
▲ Eduard's donor is the firm's Mk.VIII product. Parts are moulded superbly, with plenty of fine detail.



▲ The vac-form canopy is relatively easy to cut from its surrounding styrene, as the material is flexible – with no risk of splitting.



▲ The scheme chosen requires a large proportion of the fuselage around the cockpit to be removed.

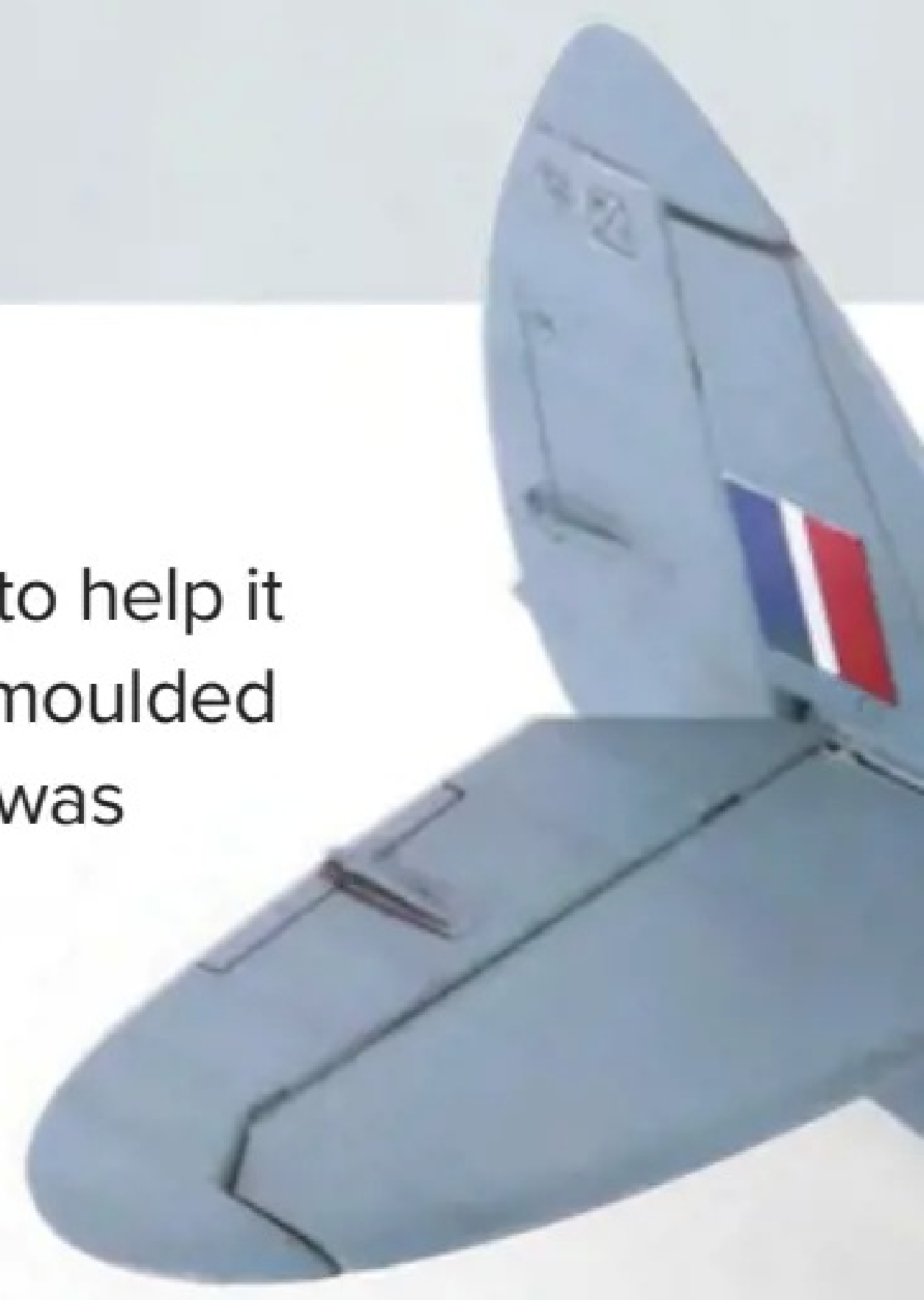


It's a challenge to ensure the fuselage surfaces are level to fit the clear conversion part.

engineered in places and the question "Why didn't they mould one piece rather than several fiddly small ones?" crossed my mind on several occasions. On a positive note, this build philosophy does result in some of the best cockpits on the market, and here was no exception, with just a harness (sourced from the spares box) being added.

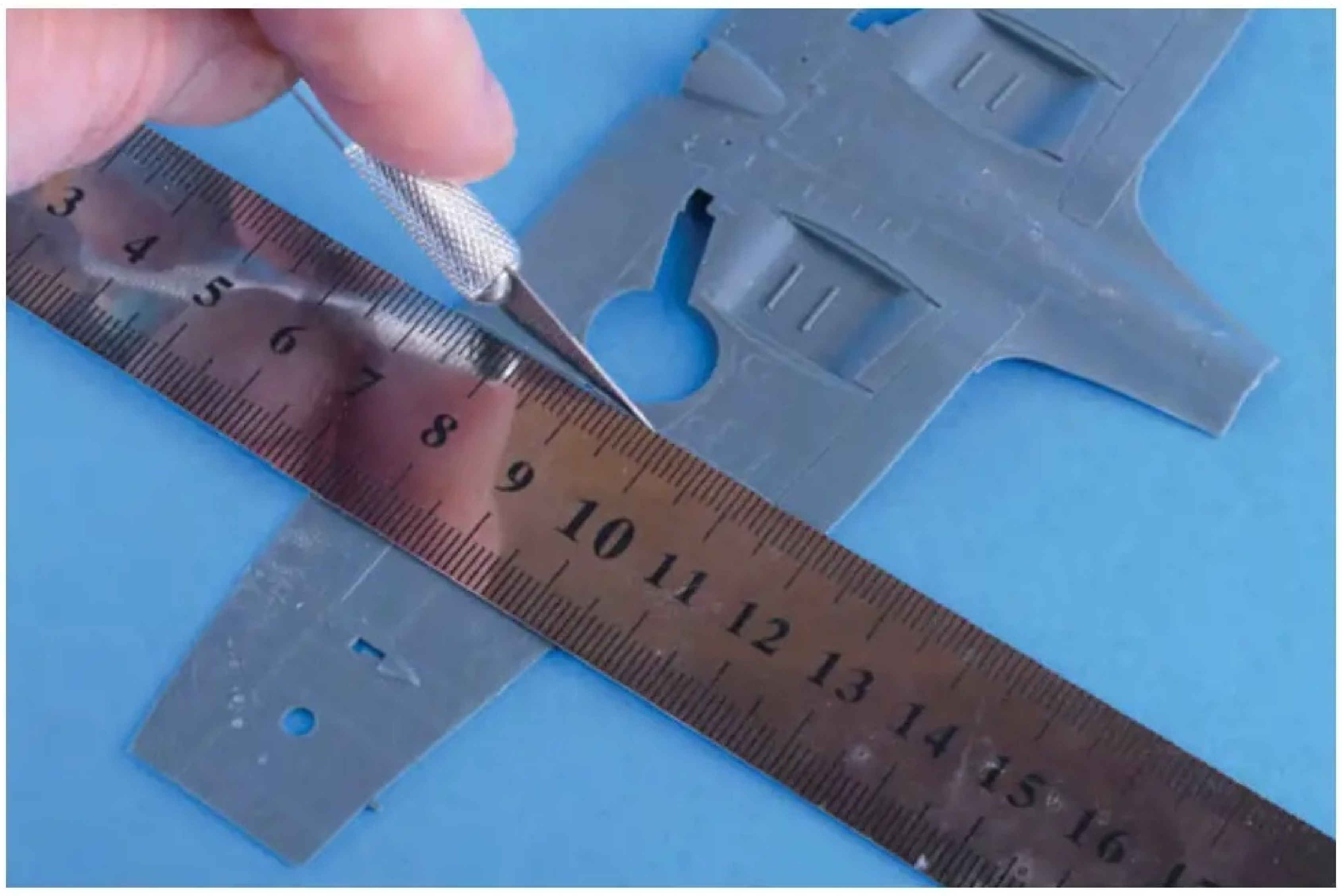
The cockpit cannot be built into one piece and then painted, so it was split in half and Mr. Paint's MRP-132 Fine Surface Primer Grey applied. I'd already decided to pose the cockpit access hatch open, with the canopy drawn back to showcase the interior. Any other parts that could be assembled and primed were also tackled at this stage; this included the wheels, propeller and spinner. A pre-shade of MRP-005 Black, was airbrushed, followed by MRP-111 RAF Interior Green. This was post-shaded by adding a hint of MRP-004 White to the base tone and spraying onto selected panels. The resin-impregnated paper seat was brush-painted using Vallejo 71.269 Primer Red, while the seat back received 71.251 NATO Black. Fine detail was accentuated via a fine brush loaded with 71.332 Underside Blue Faded. With the main parts painted, they were treated with Mr. Hobby GX112 UV-cut Super Clear Gloss, which was diluted equally with the firm's Leveling Thinner and set aside to cure overnight.

Eduard's instrument panel decal was then applied to the raised detail and treated with decal solutions to help it conform to the moulded features. Detail was accentuated via 76.513 Brown Wash, this being left until semi-dry, after which any excess was removed via cotton bud, and the panel was sealed with GX114 Flat Super Smooth Clear. The cockpit was then assembled and, after the radio access hatch was cut from the fuselage, it was replaced with AlleyCat's resin camera port and the airframe was closed. Given the amount of styrene removed from the fuselage halves, extra care was taken to ensure everything aligned properly, especially at the front.

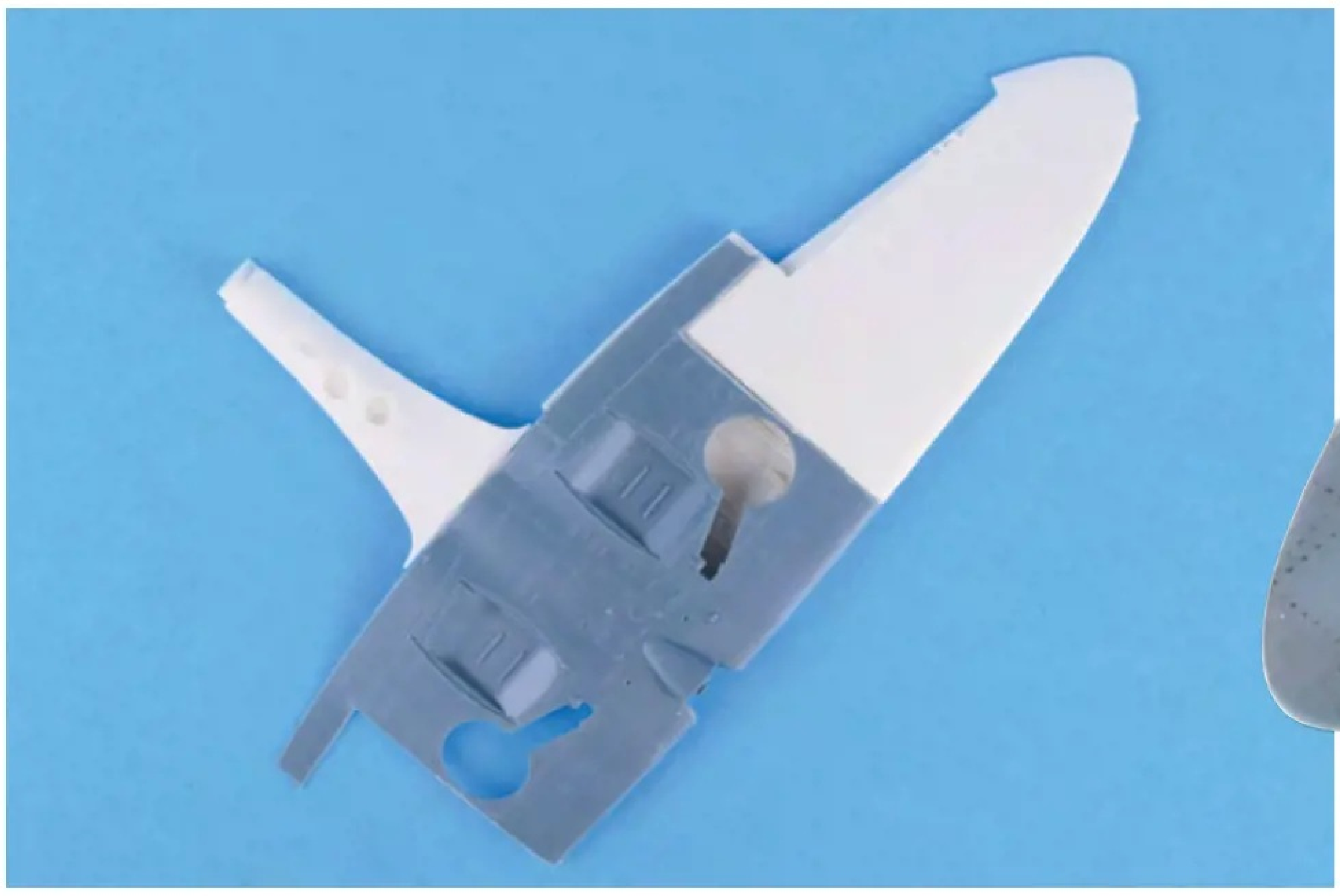


Tale of two halves

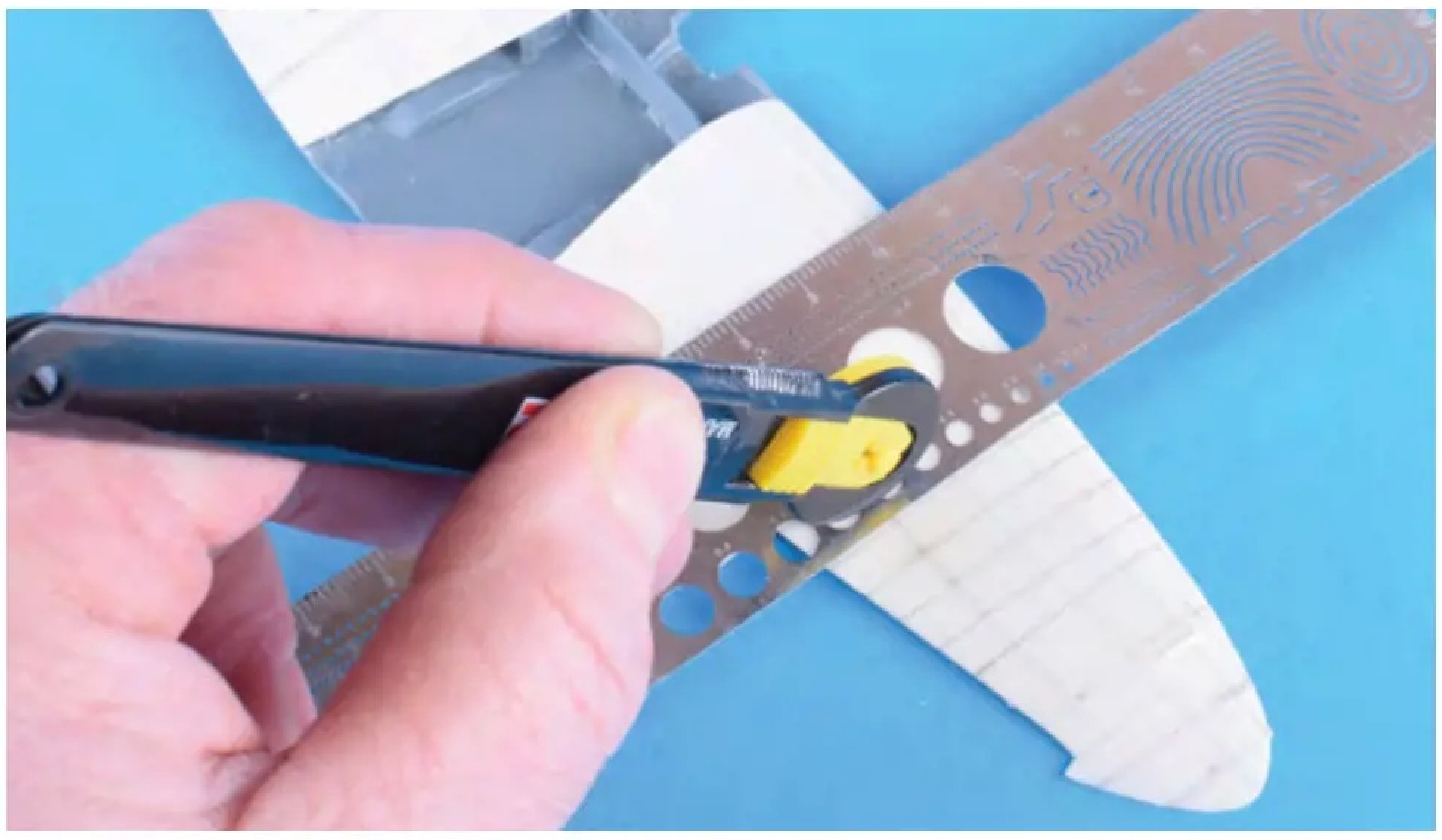
The wings and fuselage were then brought together, filler being needed to address a small gap at the root. Even with the modifications, the wings settled



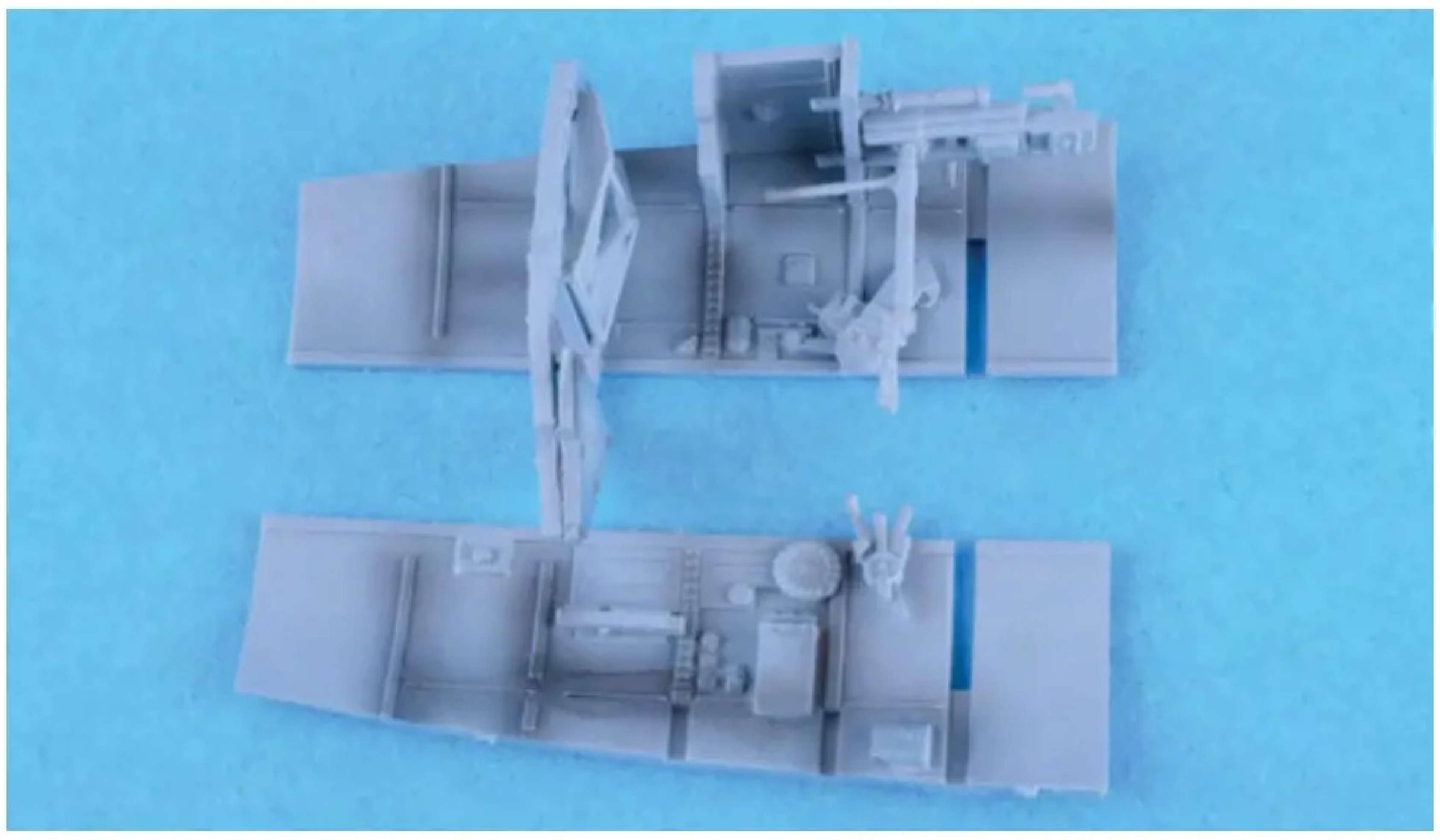
▲ Where possible, using a metal ruler helps guide the cutting, making for neat edges on the remaining styrene.



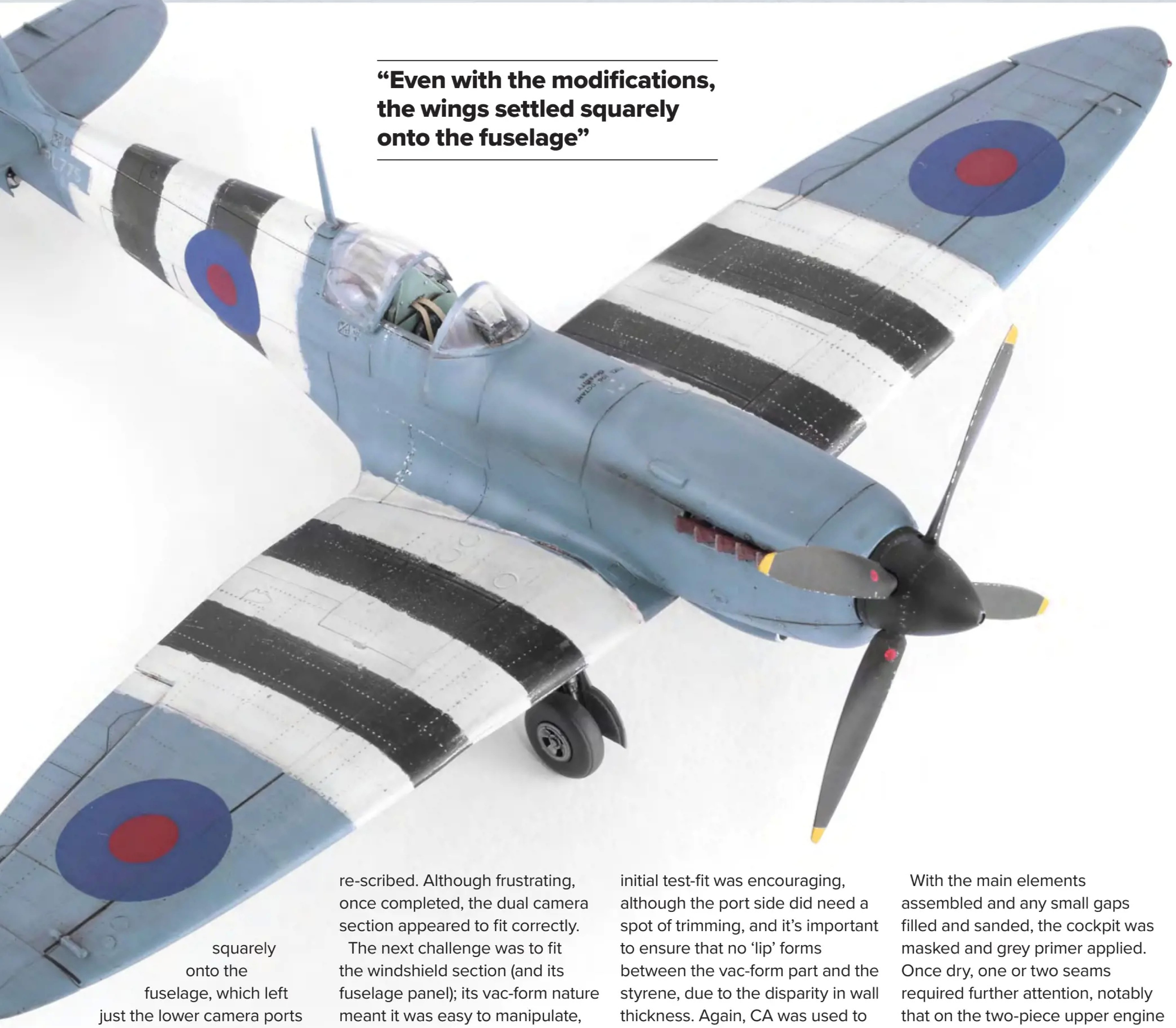
▲ A constant adage – regardless of which conversion set is used – is the need for constant test-fitting, along with any fettling using a 'little and often' approach.



▲ After marking the rivet lines via a sharp pencil and steel rule, a riveting tool was used to add the detail, taking care not to press too hard.



▲ Once primed, black pre-shading accentuated the moulded detail on the cockpit interior.

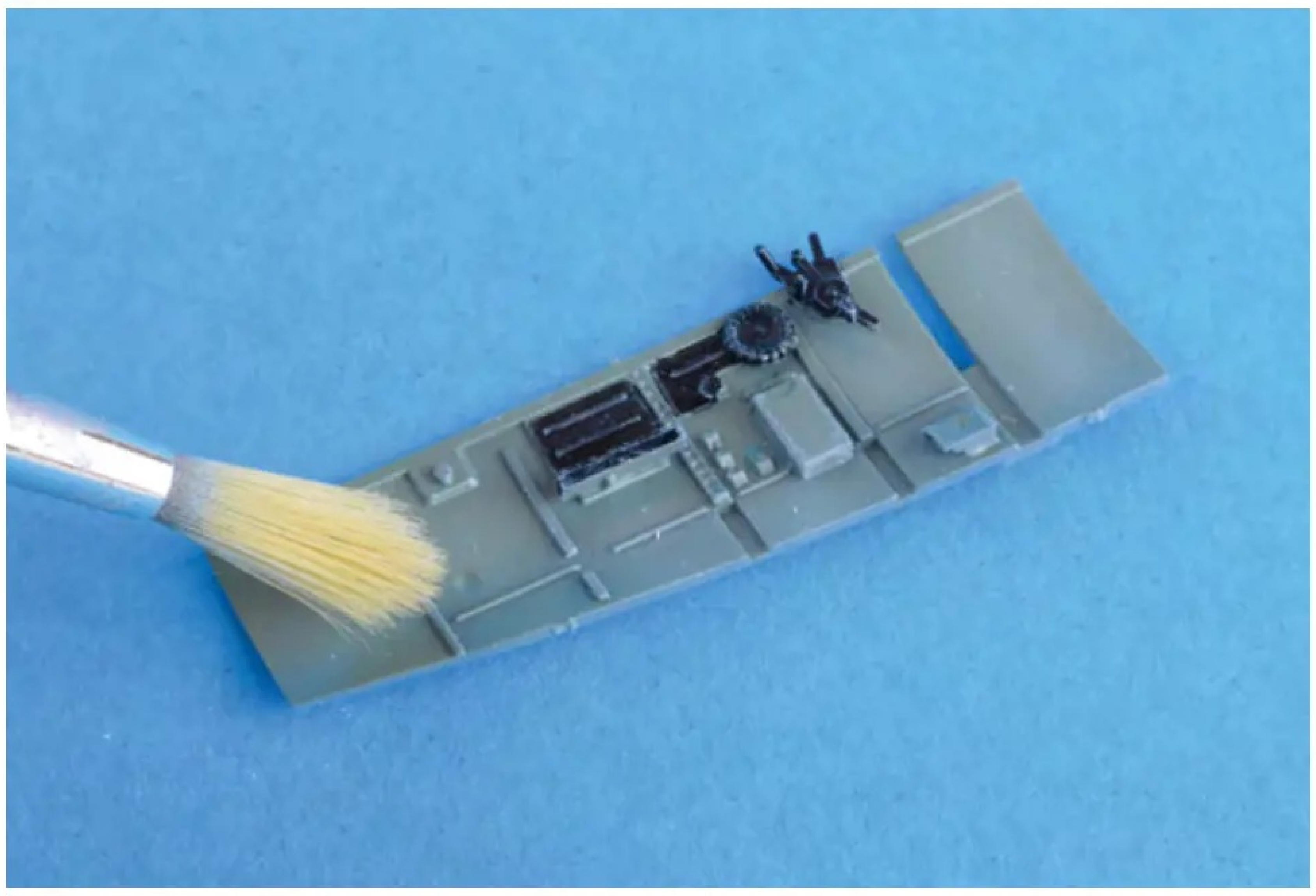


> **"Even with the modifications, the wings settled squarely onto the fuselage"**

squarely onto the fuselage, which left just the lower camera ports to attach. Despite measuring multiple times before cutting the styrene, there was a noticeable gap on the left-hand side, with the opposite side fitting neatly. Excess resin was removed from the part's inner spine to help it sit properly on the left side, with limited results, but a gap remained. The solution was to infill the space with 0.2mm styrene strip, which was thick enough to give structural strength, but sufficiently thin to be moulded to the side contours. Any remaining gaps were treated with filler and everything was left to set. Subsequent sanding, working from coarse to fine grades, resolved the problems, but did remove detail, all of which was re-scribed. Although frustrating, once completed, the dual camera section appeared to fit correctly.

The next challenge was to fit the windshield section (and its fuselage panel); its vac-form nature meant it was easy to manipulate, but it's thin sides had minimal contact surfaces when gluing. An initial test-fit was encouraging, although the port side did need a spot of trimming, and it's important to ensure that no 'lip' forms between the vac-form part and the styrene, due to the disparity in wall thickness. Again, CA was used to fix it into position, being held with tape until dry.

With the main elements assembled and any small gaps filled and sanded, the cockpit was masked and grey primer applied. Once dry, one or two seams required further attention, notably that on the two-piece upper engine cowling. Primer was re-applied onto the reworked areas and left ▶

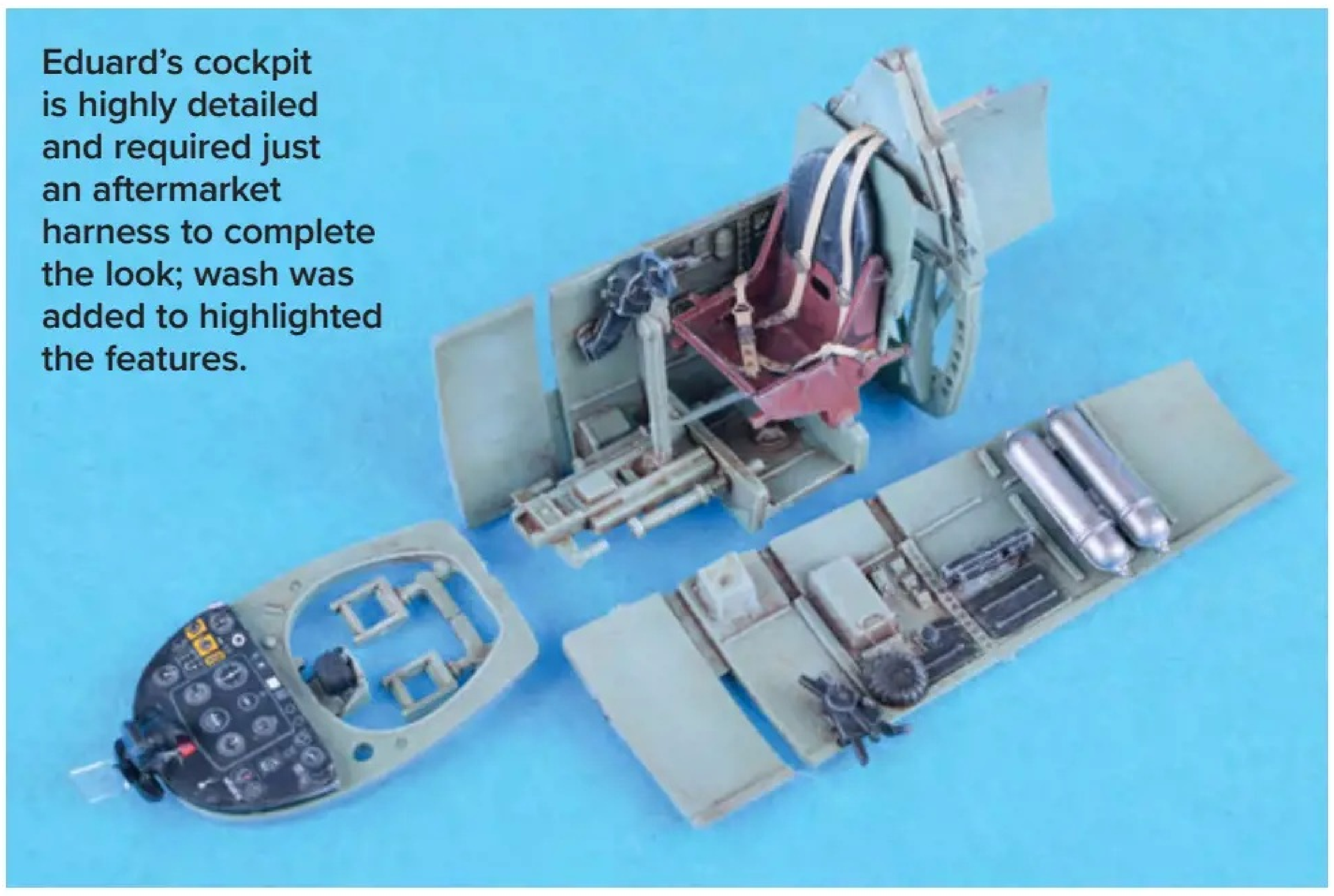


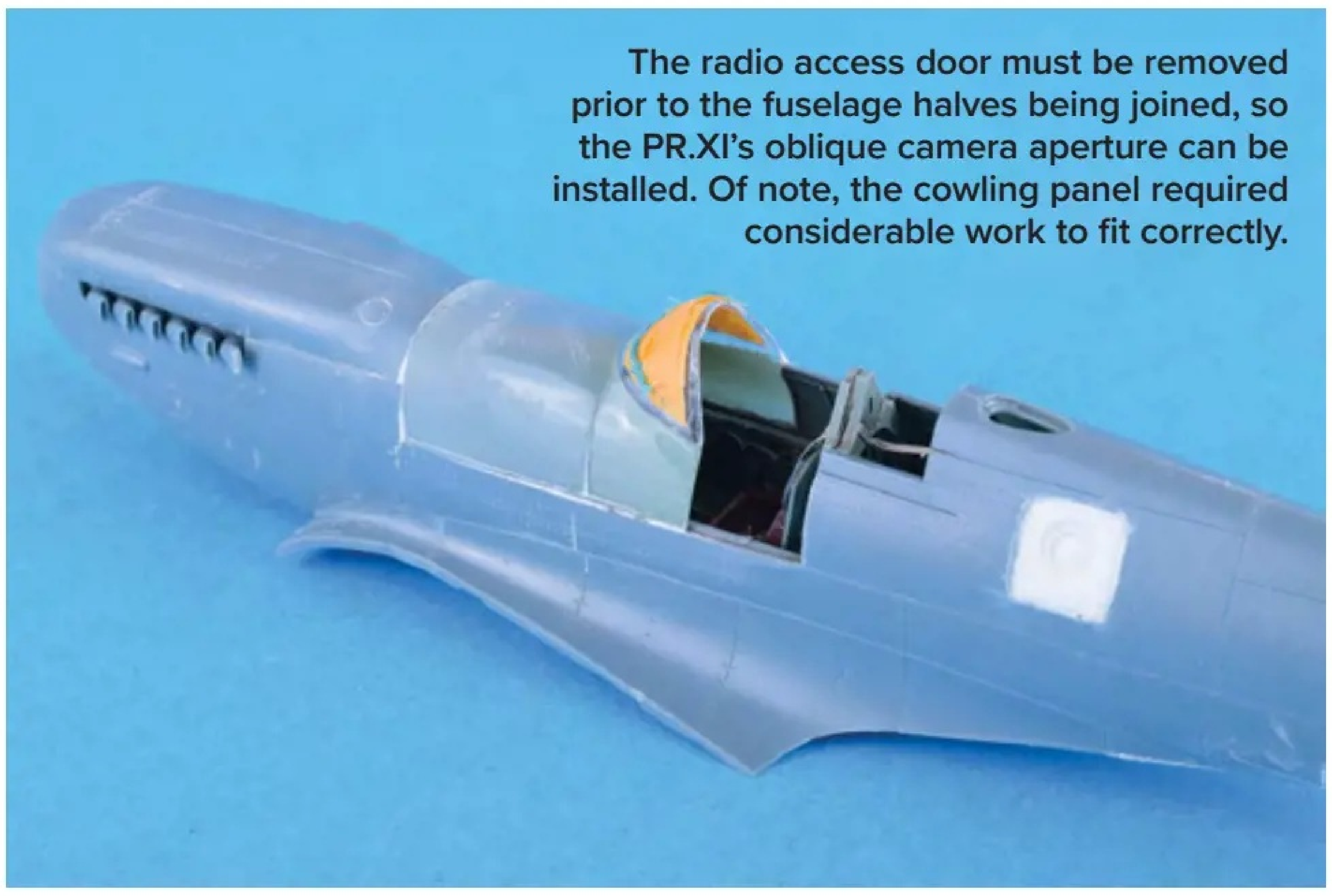
▲ **Detail painting was added by hand, followed by dry-brushing to further enhance the moulded features.**

MODEL SPEC

Supermarine Spitfire PR.XI RAF Europe & Middle East Conversion
By: AlleyCat Models
Stock Code: ACM48071C
Scale: 1/48
Price: £32.40
Available from:
www.modelsforsale.com

AlleyCat Models
Supermarine Spitfire PRX1
RAF Europe & Middle East
CONVERSION SET
ACM48071C


Eduard's cockpit is highly detailed and required just an aftermarket harness to complete the look; wash was added to highlighted the features.

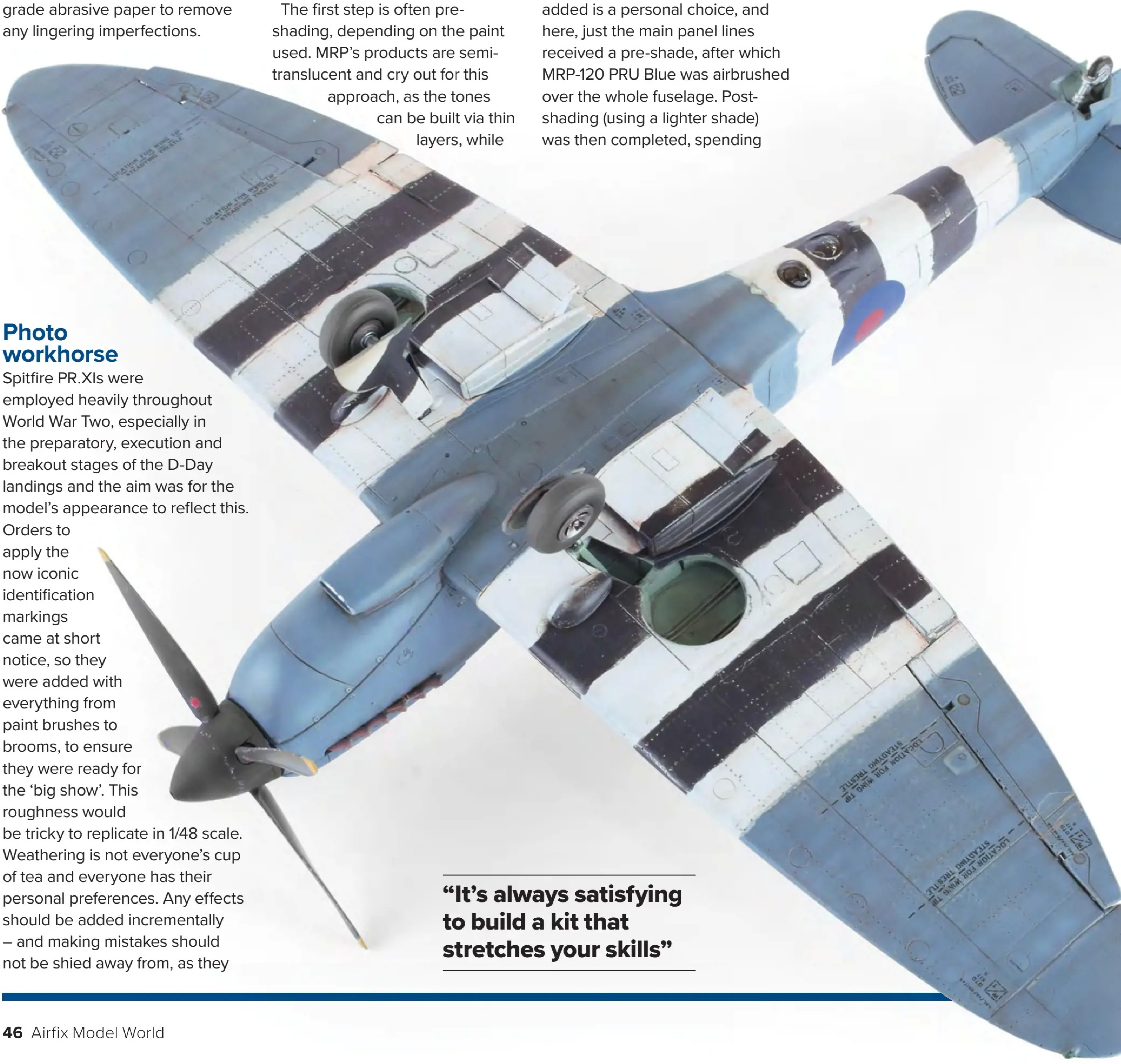

The radio access door must be removed prior to the fuselage halves being joined, so the PR.XI's oblique camera aperture can be installed. Of note, the cowling panel required considerable work to fit correctly.

to set overnight, after which the model was sanded lightly with fine-grade abrasive paper to remove any lingering imperfections.

Photo workhorse

Spitfire PR.XIs were employed heavily throughout World War Two, especially in the preparatory, execution and breakout stages of the D-Day landings and the aim was for the model's appearance to reflect this. Orders to apply the now iconic identification markings came at short notice, so they were added with everything from paint brushes to brooms, to ensure they were ready for the 'big show'. This roughness would be tricky to replicate in 1/48 scale. Weathering is not everyone's cup of tea and everyone has their personal preferences. Any effects should be added incrementally – and making mistakes should not be shied away from, as they can all be rectified – building the appearance gradually.

The first step is often pre-shading, depending on the paint used. MRP's products are semi-translucent and cry out for this approach, as the tones can be built via thin layers, while thicker paint may not yield the same results. Again, the amount added is a personal choice, and here, just the main panel lines received a pre-shade, after which MRP-120 PRU Blue was airbrushed over the whole fuselage. Post-shading (using a lighter shade) was then completed, spending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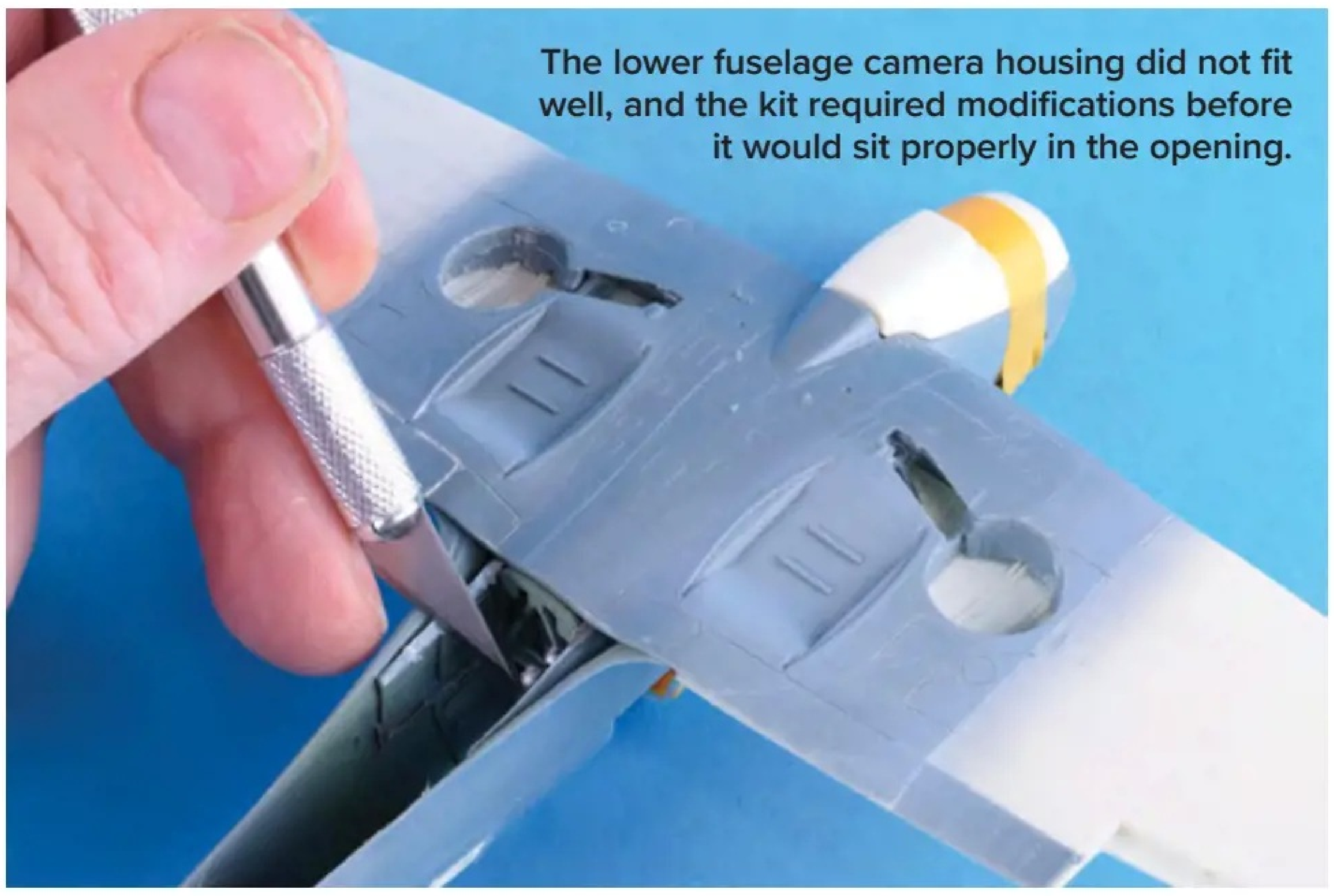
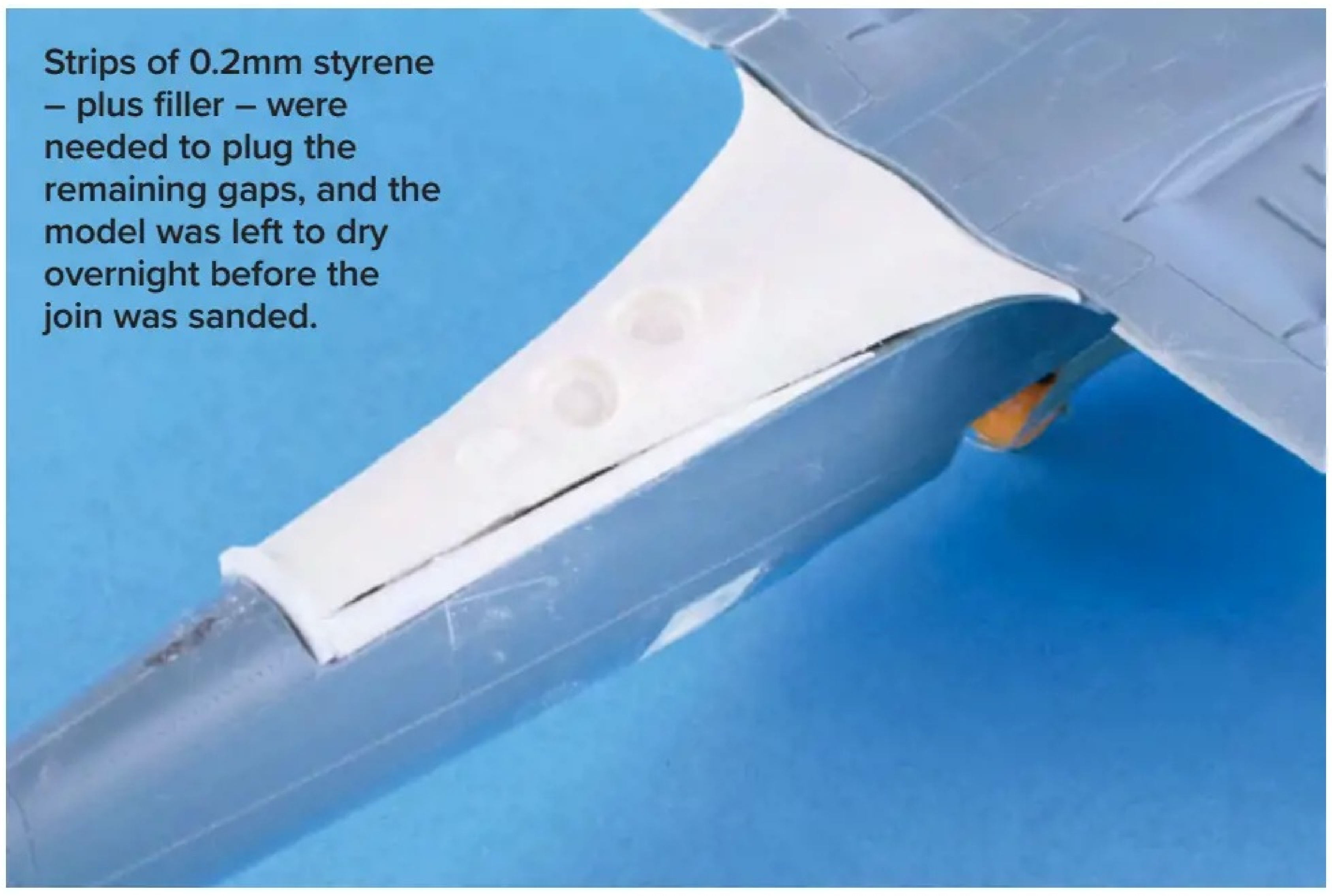
> **"It's always satisfying to build a kit that stretches your skills"**


The lower fuselage camera housing did not fit well, and the kit required modifications before it would sit properly in the opening.


Strips of 0.2mm styrene – plus filler – were needed to plug the remaining gaps, and the model was left to dry overnight before the join was sanded.

much time with a 0.2mm nozzle fitted to the airbrush and a low pressure of between 12-15psi on the compressor.

Fortunately, when adding the identification bands, 10mm tape is the correct width for setting the pattern. Having researched to determine their positions on the wing and fuselage, they were set unusually close to the wing root and fuselage – as reflected in AlleyCat's instructions and period reference photos. Creating stripes on a contoured surface is not as straightforward as it looks; time and patience being key to getting their form correct first time. With the main panel areas set via Tamiya Tape for Curves – which is vinyl based and will flex around areas such as the wing leading edges – MRP-004 White was airbrushed. Once dry, the process was repeated using Tape for Curves and 10mm tape to demarcate the stripes; 71.251 NATO Black was then sprayed and the panels post-shaded. Masking was removed to reveal what are actually unrealistic straight lines for this period; making the stripes ▶

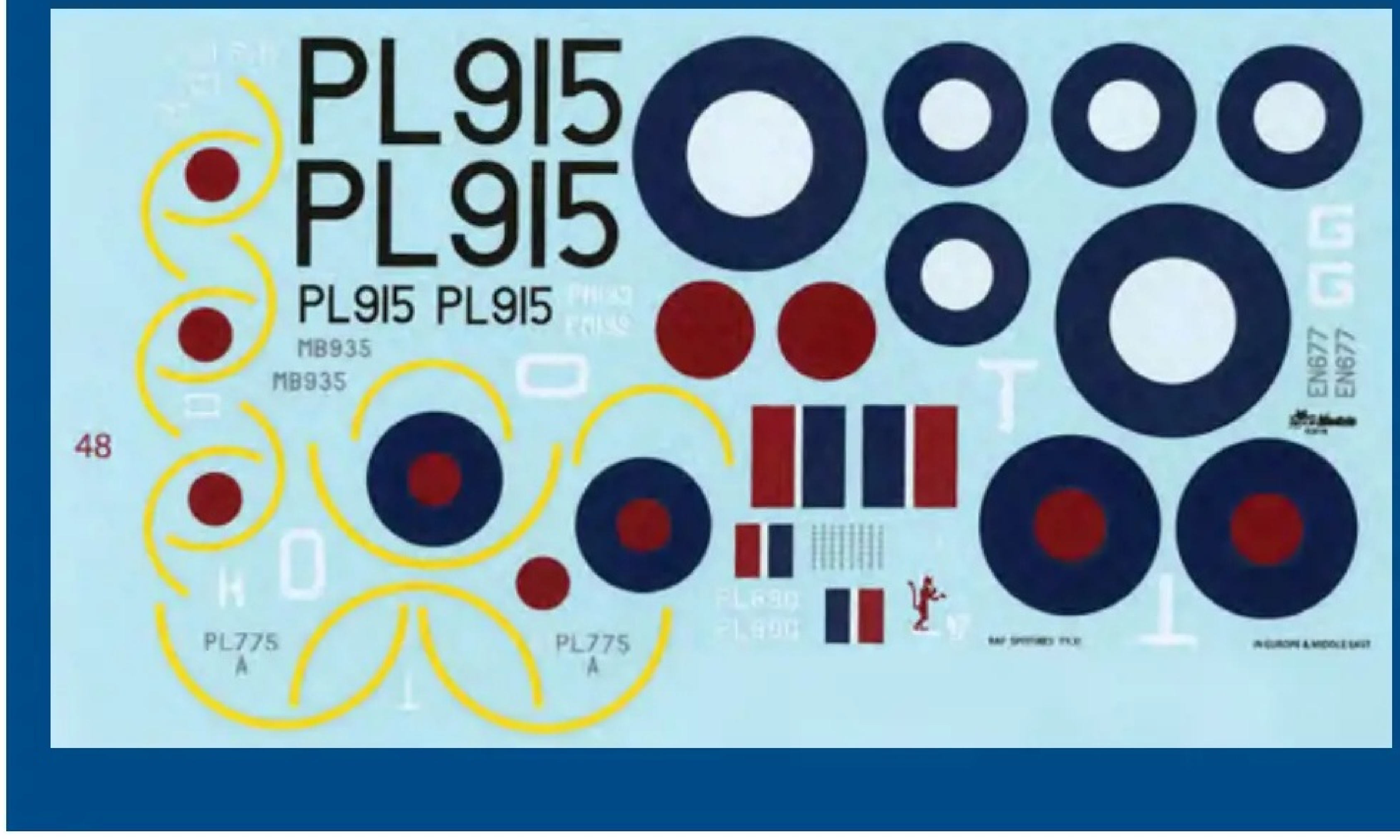
▲ With all of the modifications added, the airframe has a real presence to it, and an aura markedly different to a fighter.

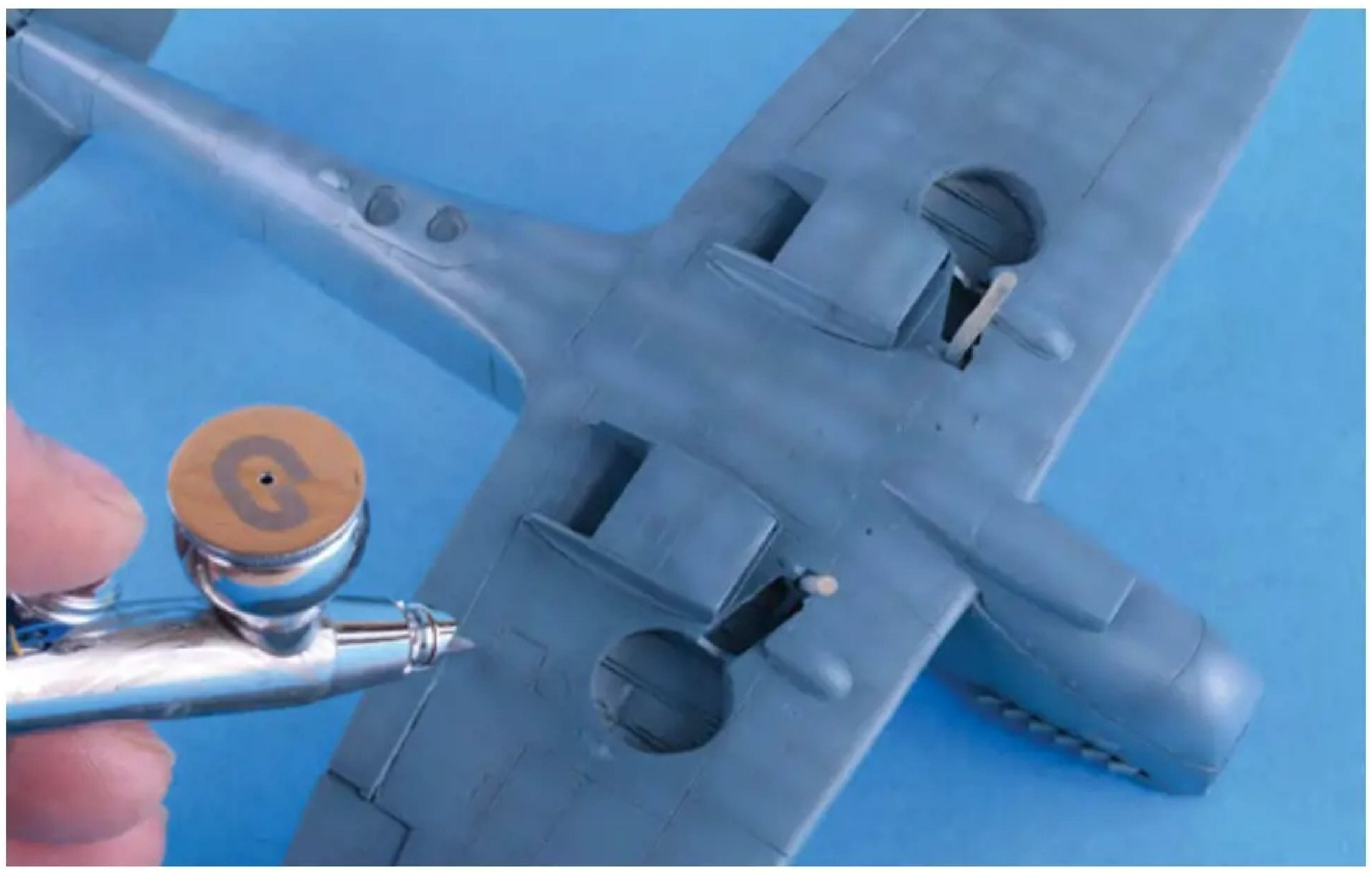
▲ Further sanding was needed – notably on the upper cowling cover – to treat seams and blemishes highlighted by the primer.

CONVERTING AN ICON

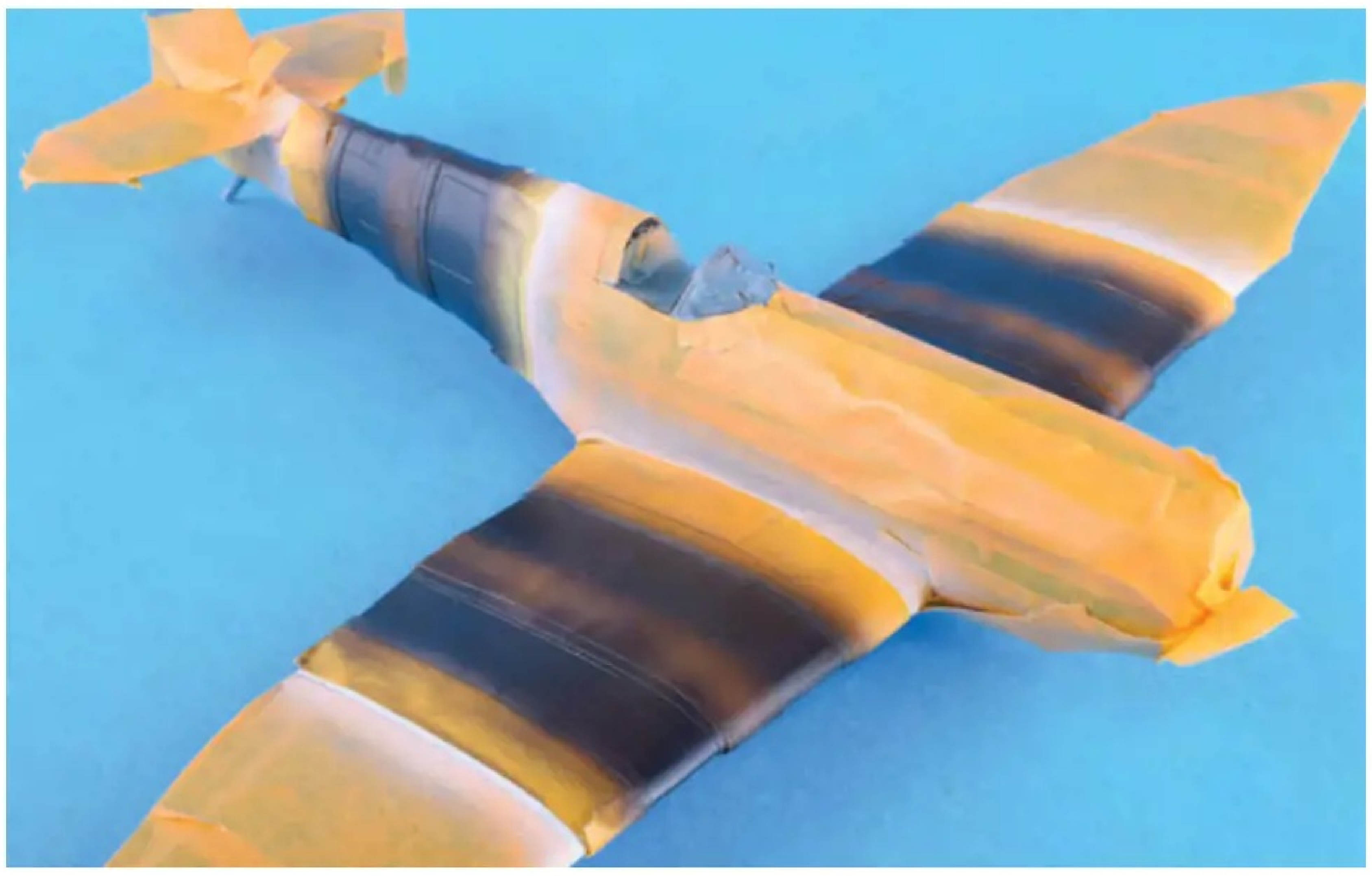
Aftermarket specialist AlleyCat's 1/48 PR.XI conversion kit (see *News*, *AMW158*, January 2024) is designed to fit Eduard's Spitfire Mk.VIII. This predominantly resin package comprises new upper wing halves, the deep 'chin' fairing, gull-wing inserts, lower fuselage camera ports, an oblique camera bay hatch and electric fuel pump fairings. It also has two crystal-clear vac-form canopies. Considering its cast-resin nature, the detail is good and parts have smooth surfaces. As expected, small areas of casting flash were present, but these were tackled easily, while the vac-form canopies will require cutting and trimming to fit the kit fuselage. Decals are well printed, with good tones, although they did appear quite thick. Eduard's Spitfire Mk.VIII is easily the best in the scale and, when examining how to bring them together, the main concern was any disparity in detail, notably the riveting… something the AlleyCat conversion set doesn't have and that would need addressing. This set is usually available from Models For Sale; they are currently sold out but will be restocked once new vac-form canopies are received. Decals are included for six schemes, with PL775 build in this article:

- PL890/T, Air Dispatch Letter Service, OC 2TAF Comms Wing, B.151 Bückeberg, June-September 1945
- PL823/O, 16 Squadron, Melsbroek, Belgium, January 1945
- EN677/G, 682 Squadron, Pomigliano/San Severo, Italy, March 1944
- MB935 / *Spy*, Flt Lt Eric Martin, Melsbroek, Belgium, September 1944
- PL775/A, 541 Squadron, RAF Benson, June 1944
- PL915, Mediterranean and Middle East Communications Squadron, Heliopolis, Egypt, 1946

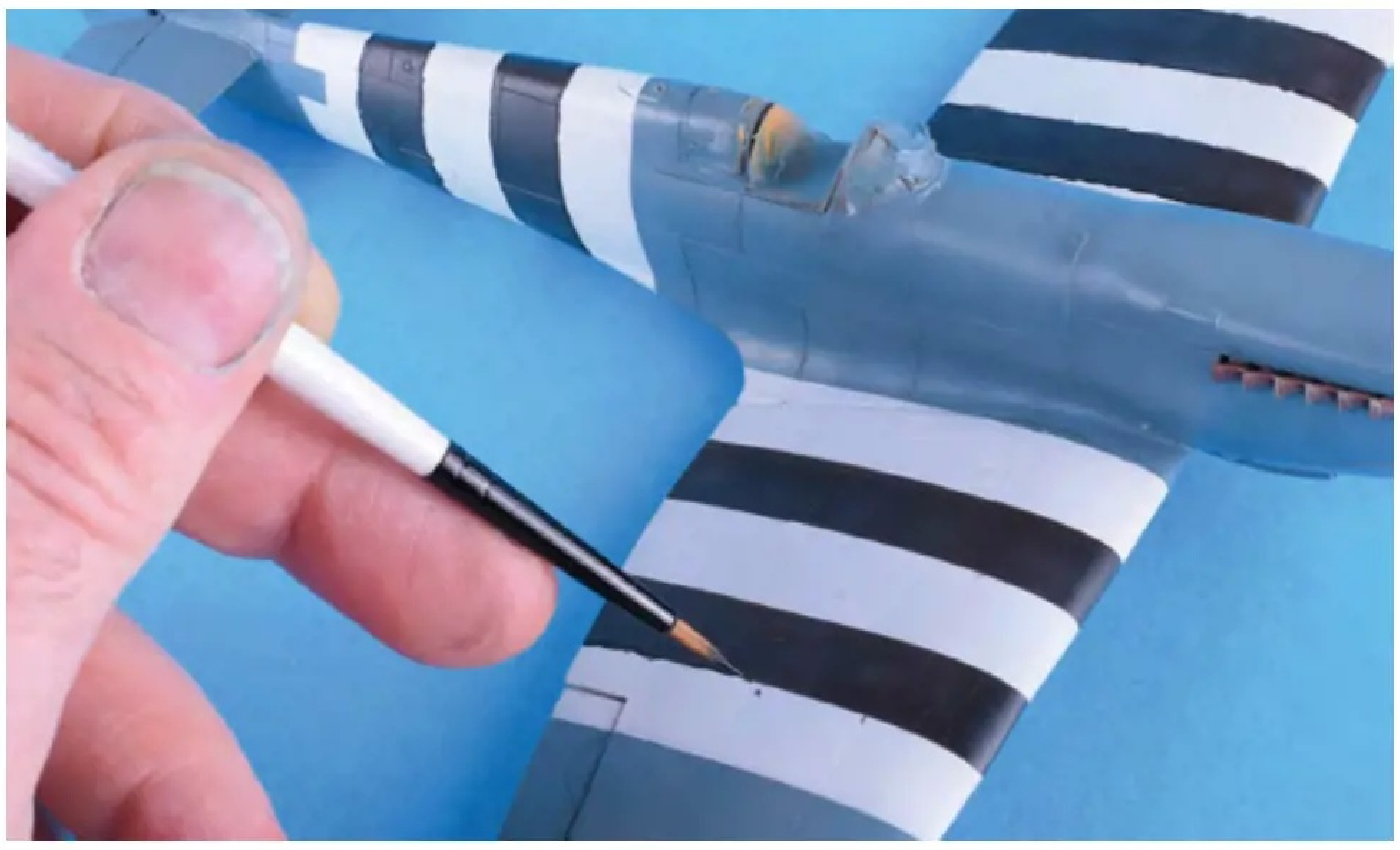




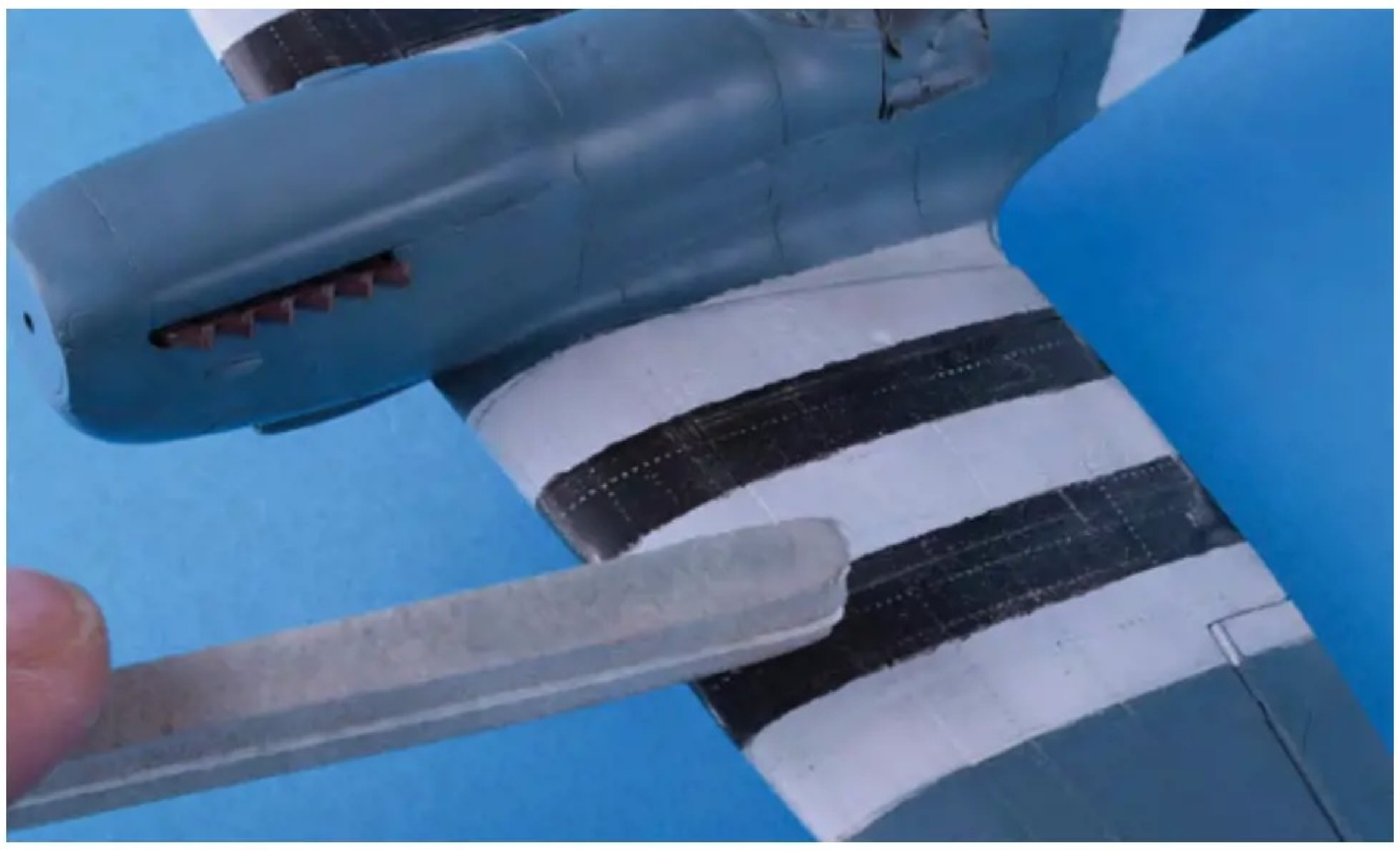
▲ Panel lines received a black pre-shade, after which the PR.IX's main colour was replicated using MRP-120 PRU Blue. Tonal variations were then enhanced by lightening the base tone.



▲ White sections were set via a mix of Tape for Curves and regular kabuki-style tape, it was found that Tamiya's 10mm tape was the perfect size for the stripes. The black areas were airbrushed using MRP-77 NATO Black.



▲ The June 1944 order to paint the invasion stripes at short notice meant they weren't always painted neatly... a rougher edge was created via brush-painting.



▲ As the hand-painted and airbrushed surfaces appeared quite different, their contrast was muted by sanding them lightly.

uneven is difficult in 1/48 scale and can easily be over-emphasised.

First, the edges are hand-painted to create an uneven effect. The hand and airbrushed areas are different in appearance but, as the stripes must be weathered to depict heavily worn surfaces, one of the most effective methods of unifying the two is to sand them lightly. A fine-grade abrasive pad is flexible and the 'pad' is softer than most sanding sticks, making it ideal, allowing the modeller just to remove a thin layer of paint. The model then received gloss varnish in preparation for decaling.

Here, but not here

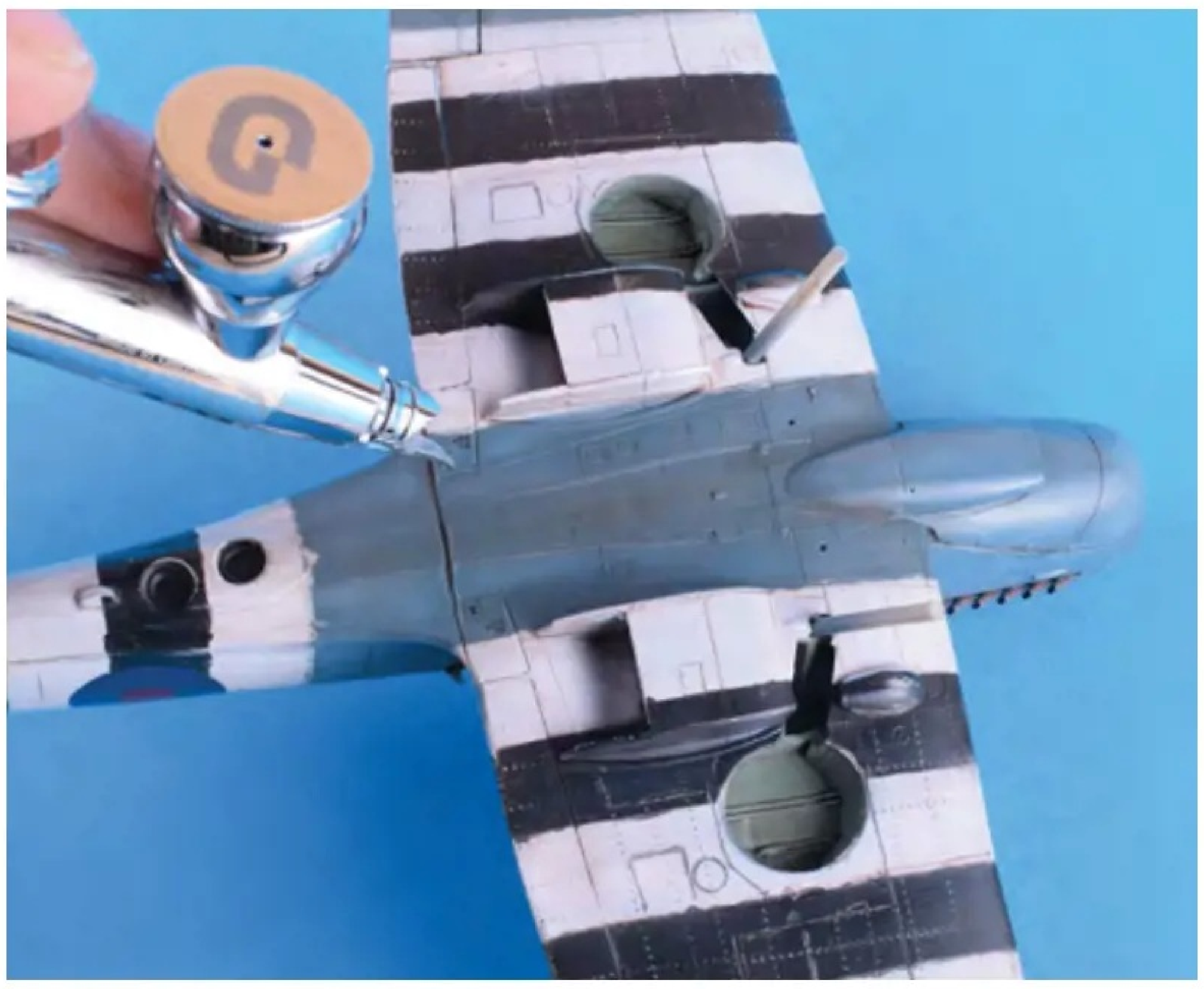
The usual paradigm for PR aircraft is to be seen yet not be seen, and their low-visibility markings reflect this aspect. However, adding identification stripes rather defeats this objective. AlleyCat's decals are arguably a tad on the thick side but capture the period colours faithfully, and application was without issue – decal solutions being used where needed to ensure they conformed to the surface detail. No stencils are included with the conversion set, but Eduard supplies all you need in its kit; these do take time to add, but "the devil is in the detail" is an applicable phrase and not using them arguably leaves the model half-finished. The decals were then sealed via more gloss varnish and the model was set aside for a further 24 hours to dry, in readiness for final weathering.

The combination of PRU Blue, white and black lends itself to a dark brown wash, accentuating the fine surface detail and being applicable for adding streaking effects on the surface. Vallejo's 76.513 Brown Wash was hand-brushed onto the model and left until almost dry, after which any excess was removed via cotton bud. This is an important step as some of the detail is delicate and the wash must 'stick' in the recesses. Subtle

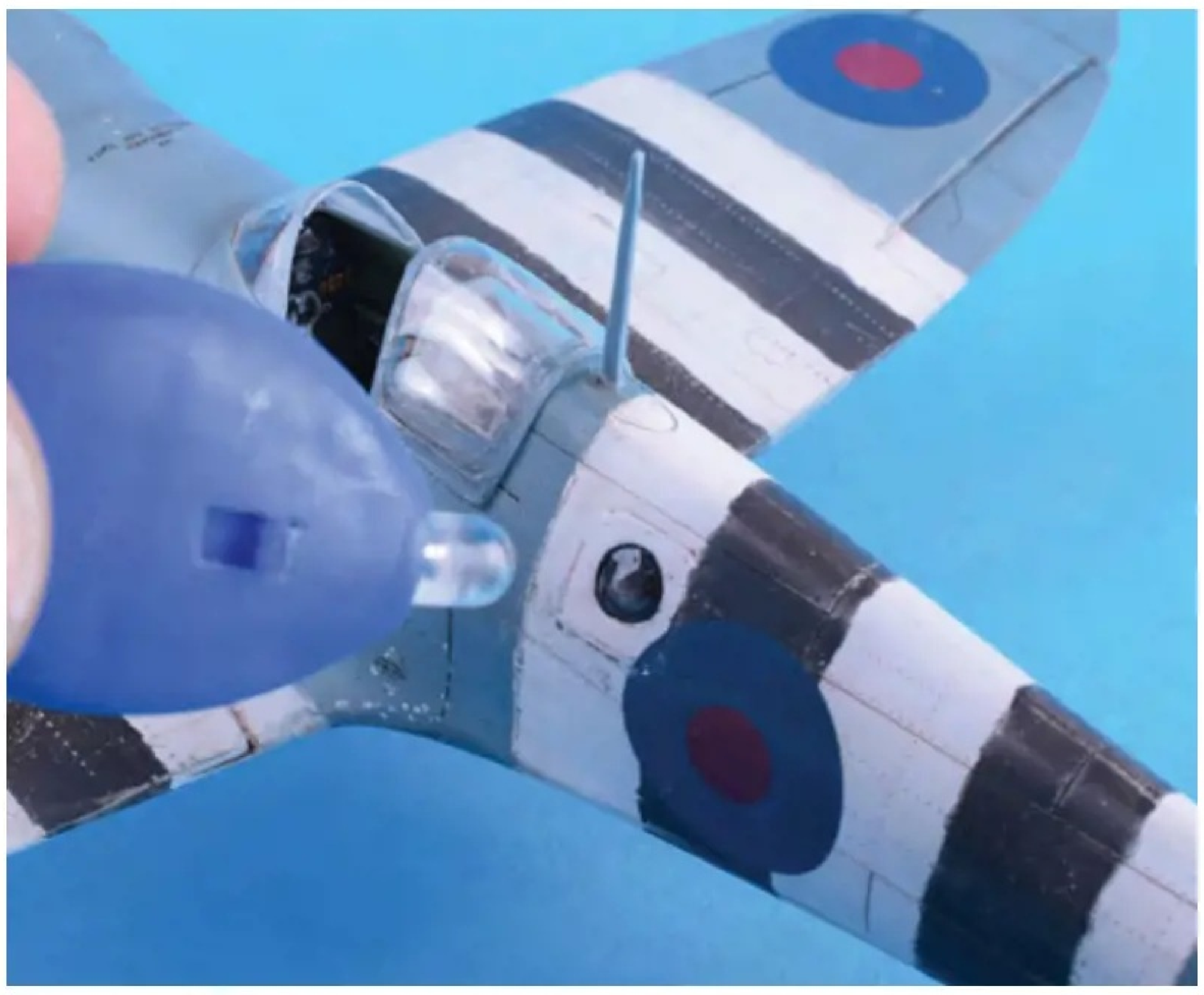
chipping around the cockpit access area was then added using a fine brush loaded with 77.701 Aluminium. Exhaust and lower fuselage staining was created via thin layers of MRP-180 Exhaust Soot; this paint is translucent, so it is crucial to allow each layer to dry before applying the next.

D-Day recce

Final assembly was straightforward, whereby the propeller and spinner sat neatly on the nose. The undercarriage can be rather flimsy – especially with the added weight of the resin – and must be set fully before being placed under any load. After a final polish, the underwing pitot tube was the last piece to be secured, alongside the canopy and pilot's hatch. This was a challenging build, and not for the faint-hearted, but is achievable with time, patience and the right tools to do the job. It's always satisfying to build a kit that stretches your skills and I encourage anyone to have a go with this conversion, presenting a variant that's only available thanks to the excellent AlleyCat Models conversion. It will certainly add something different to any collection and instigate plenty of discussion when gracing a display table.



▲ The mix of airframe colours was ideal for a brown-toned wash, with any excess removed in the direction of the airflow. Exhaust and oil staining was added next via airbrush, building the tonal depth gradually.



▲ Camera aperture glazing was replicated with the aid of UV-activated glue, creating a crystal-clear surface.

MATERIALS AT A GLANCE

Mr. Paint (www.mrpaint.sk)
MRP-004 White
MRP-005 Black
MRP-111 RAF Interior Green
MRP-120 PRU Blue
MRP-132 Fine Surface Primer Grey
MRP-180 Exhaust Soot

Vallejo (www.creativemodels.co.uk)
71.269 Primer Red
71.251 NATO Black
71.332 Underside Blue Faded
76.513 Brown Wash
77.701 Aluminium

Mr. Hobby (www.albionhobbies.com)
GX112 UV-cut Super Clear Gloss
Mr. Leveling Thinner

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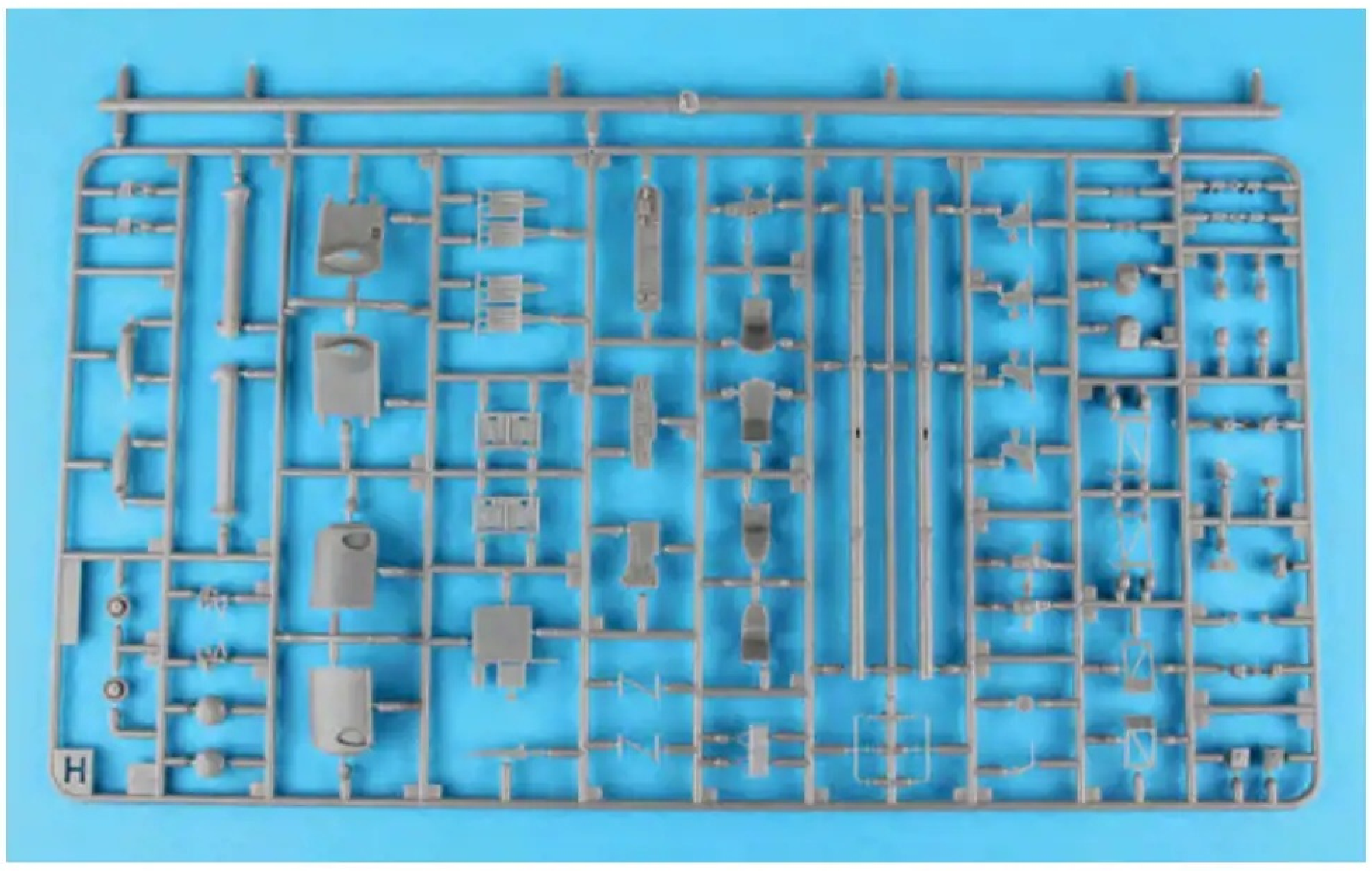
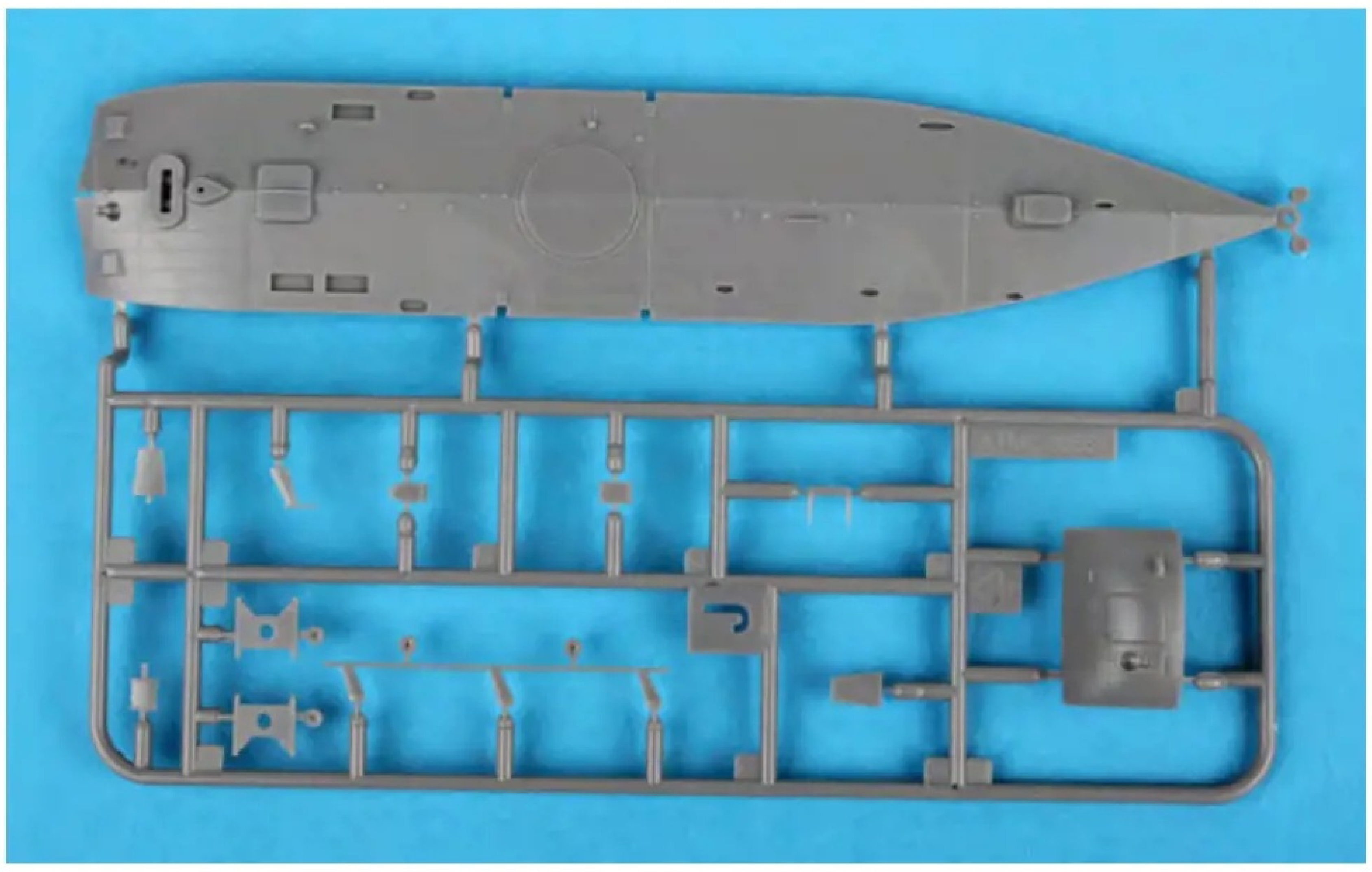
GOING COMMANDO!

AMW Editor **Stu Fone** delves into the box to see what's new in Airfix's latest 1/48 Sea King offering, the HC.4 variant

Westland's Sea King became the Royal Navy's go-to medium helicopter during the later stages of the Cold War, with the troop-carrying HC.4 variant entering service in the early 1980s alongside its sub-hunting and utility 'cousins'. Just 42 were constructed and the HC.4 – commonly called the Commando (after the original export variant) or 'Junglie' due to its usually green livery – was used extensively in the 1982 Falklands conflict, the First and Second Gulf Wars, and Balkans peacekeeping missions in the former Yugoslavia. The Sea King HC.4 was only retired from operational service in 2016,

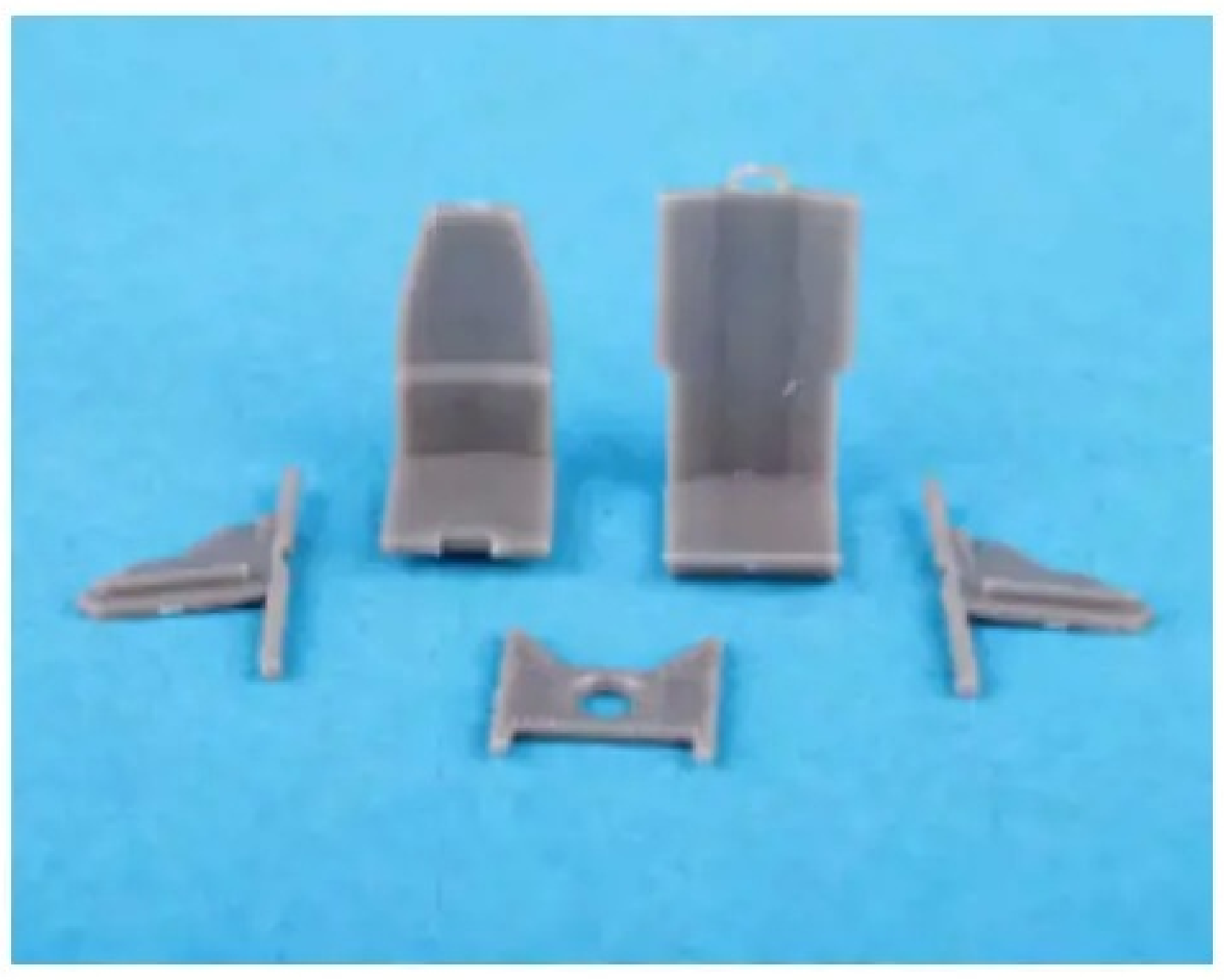


▲ The first of the two new frames, Runner H, supplies the core elements of an HC.4, so new sponsons plus passenger and crew seats; these are joined by electronic equipment, flare dispensers, floatation gear and new spines.



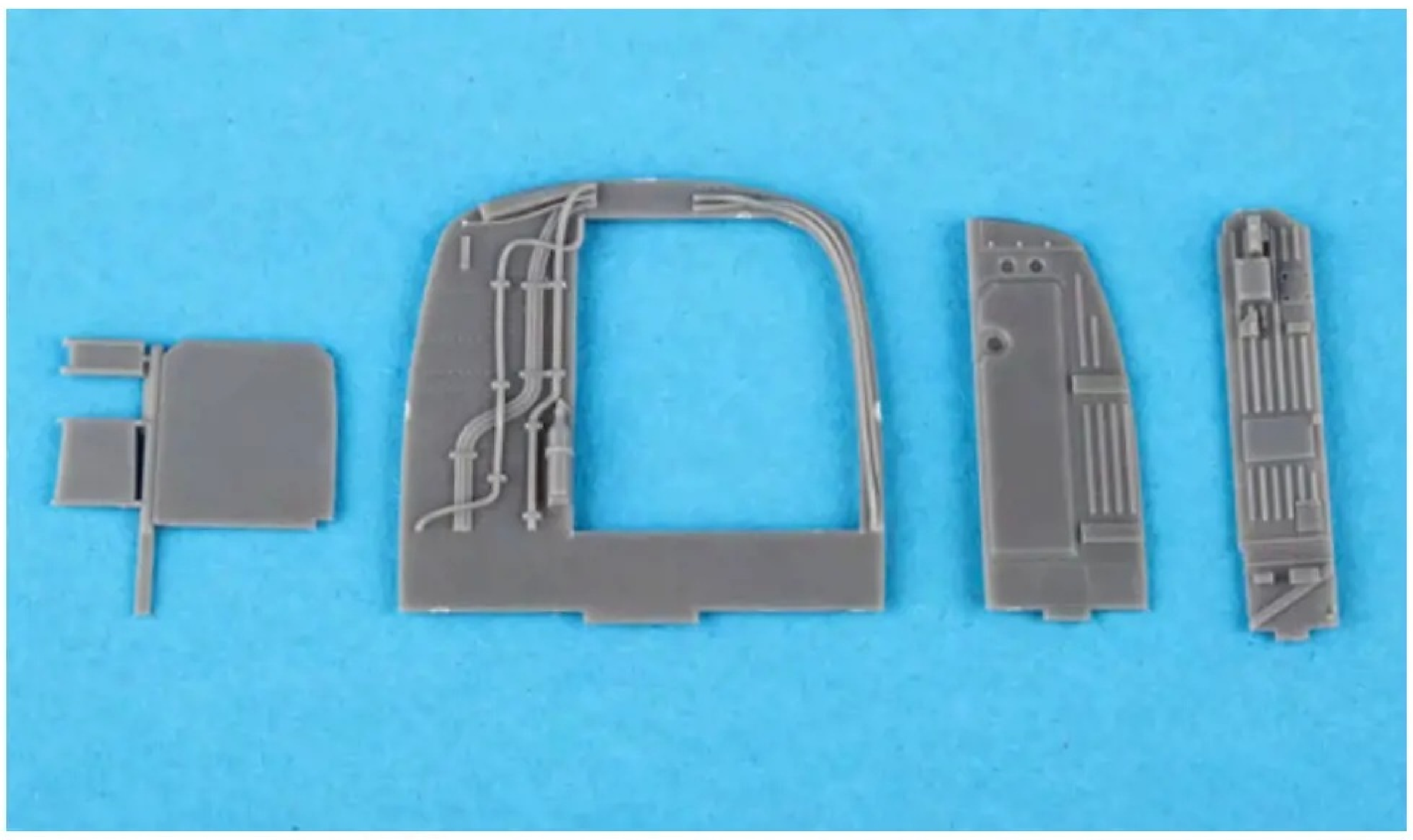
▲ Runner J then caters for some of the parts 'lost' due to the removal of HAS.1/HAS.5/HU.5 frames, such as the boat hull and nose panel, adding yet more airframe antennas plus blanking plates for the fuselage.

> **“The three-piece inner shell clipped neatly into place, the upper centre section doing so with a satisfying ‘click’”**



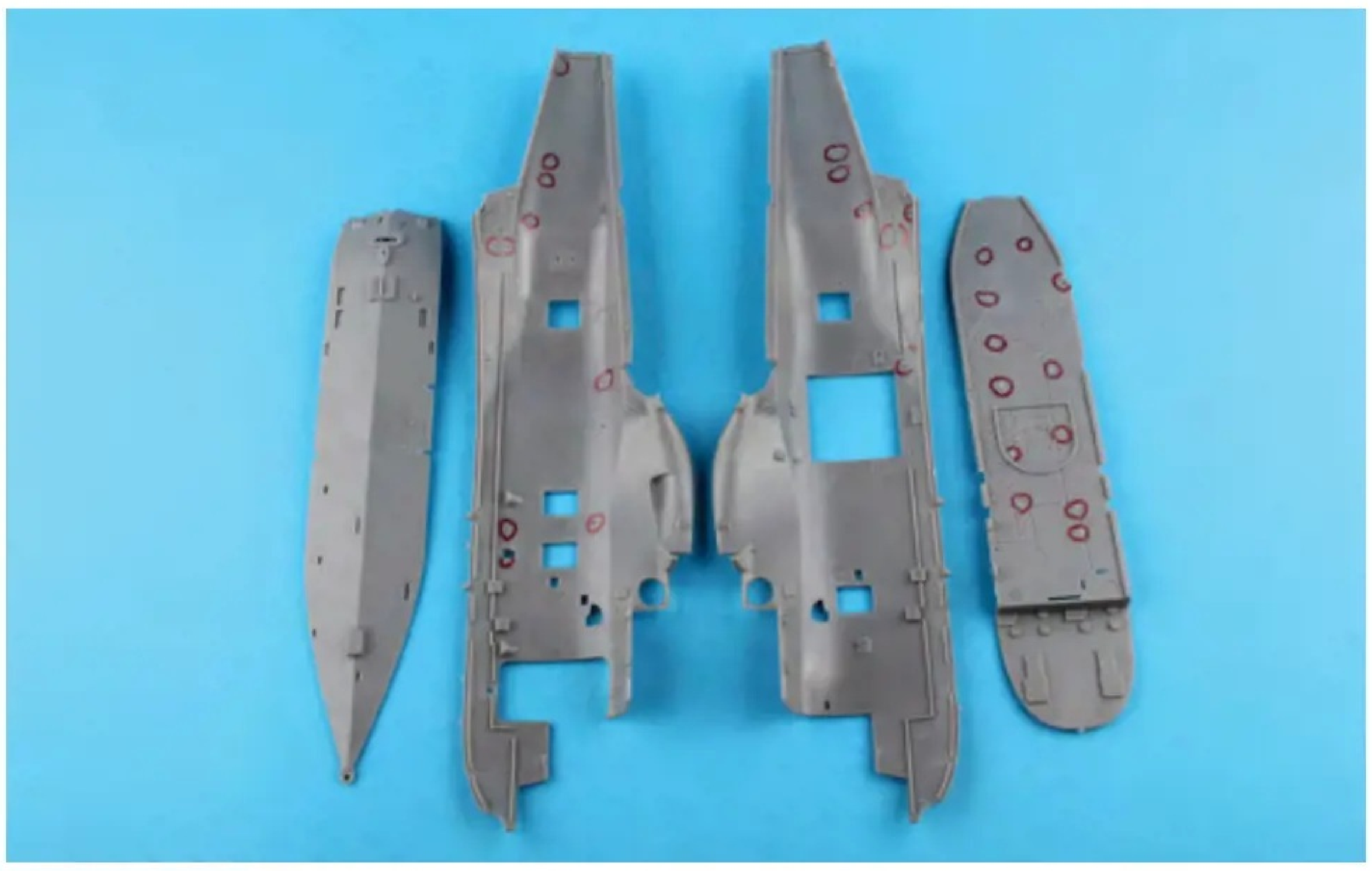
▲ One of the biggest differences concerns the seats, with those in the HC.4 having an armoured backplate. Of note, Airfix has incorporated the hoop at the top of the seat, through which the harness yoke passes.

▼ Almost immediately, changes are noticeable, from the hinged panel (far left) that fits into the cockpit entrance opening (not fitted to all HC.4s so check references) to a revised bulkhead ‘facing’ (far right).



being replaced by former RAF Merlin HC.3/3A helicopters (these are designated HC.4/4A in RN service).

Contents for the Sea King HC.4 have been updated to reflect the airframe and internal changes of this troop- and cargo-carrying variant. Three runners from the initial HAS.1/HAS.5/HU.5 boxing (E, F, G) are gone, replaced by two new frames (H and J), which provide fresh parts. If you’d wondered what all that spare seating was for in the original boxing, it’s for the HC.4, catering for 28 passengers (including three jump seats). Other ‘goodies’ include external flare dispensers and infrared countermeasure units, armoured seats for the cockpit, a new console and instrument panel, revised nose panel and underside ‘boat-hull’. Having checked through the parts, without further ado it was time to get building... ▶

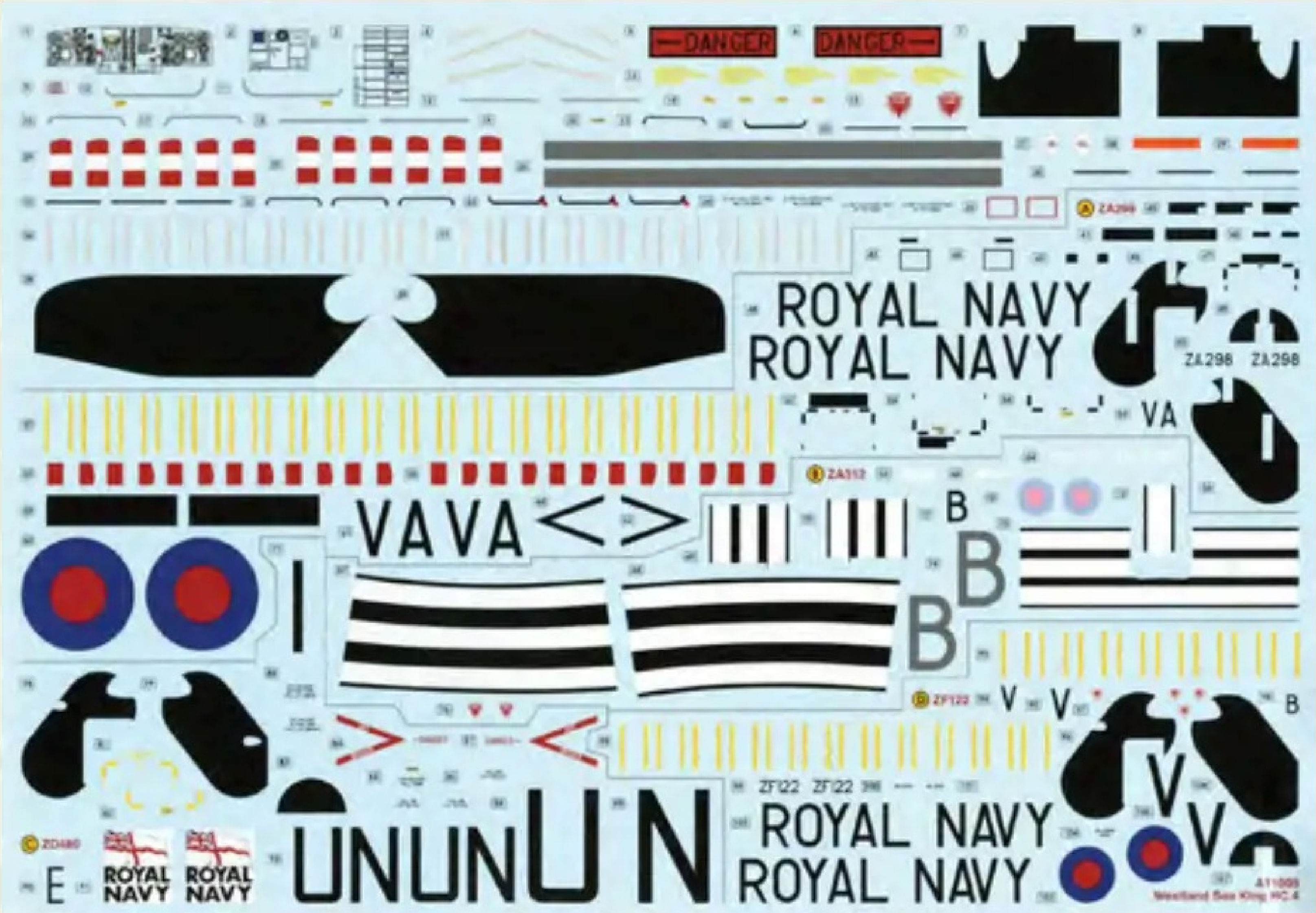


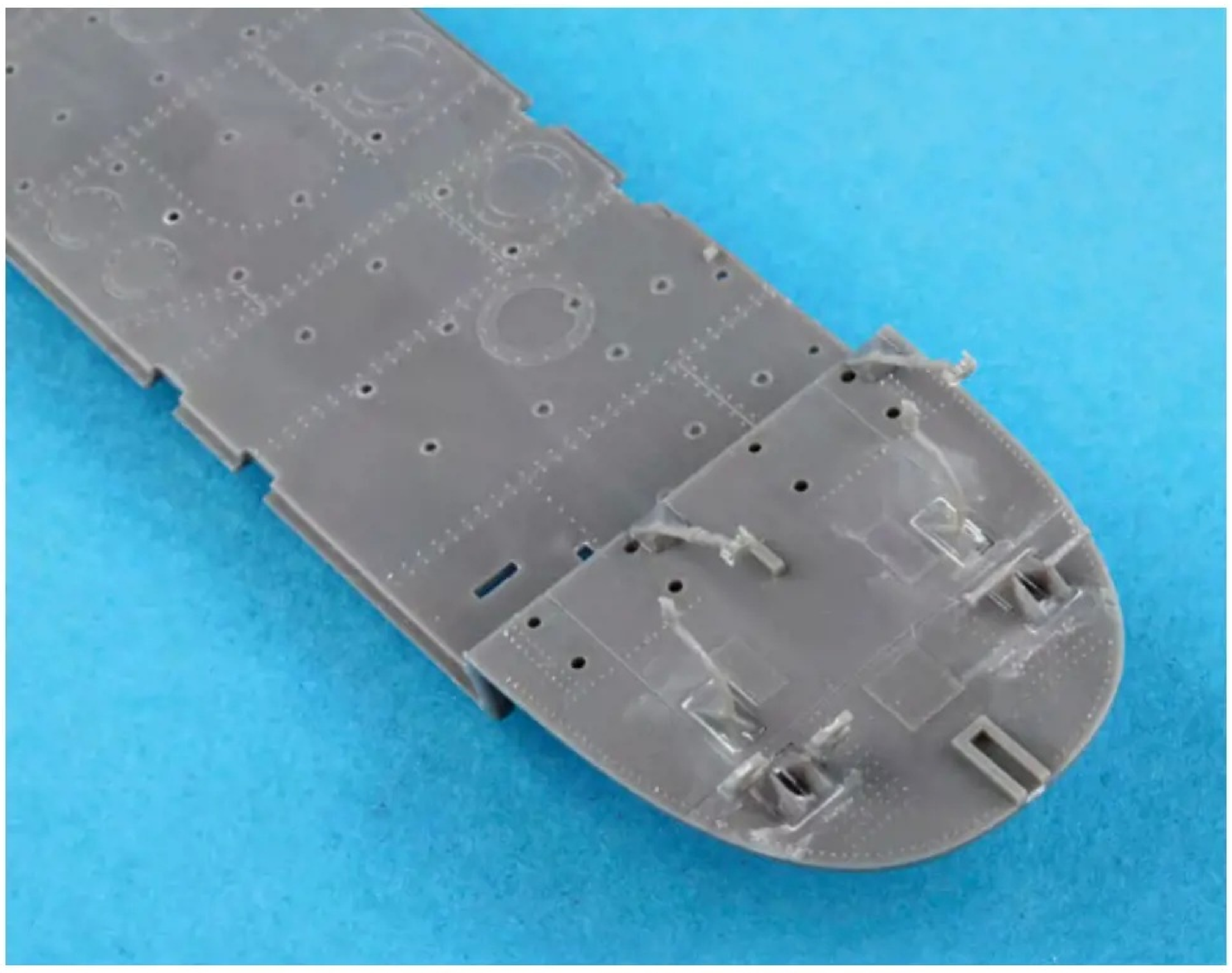
▲ Even though there’s just a single variant provided, there’s still a need for careful selection of scheme, due to changes in airframe configuration. This means there’s still plenty of drilling to tackle before any construction can begin.

‘JUNGLIE’ LIVERIES

There may be just a single variant in the box, but Airfix hasn’t skimped on the schemes, with four provided that cover almost the type’s entire service history with the Royal Navy:

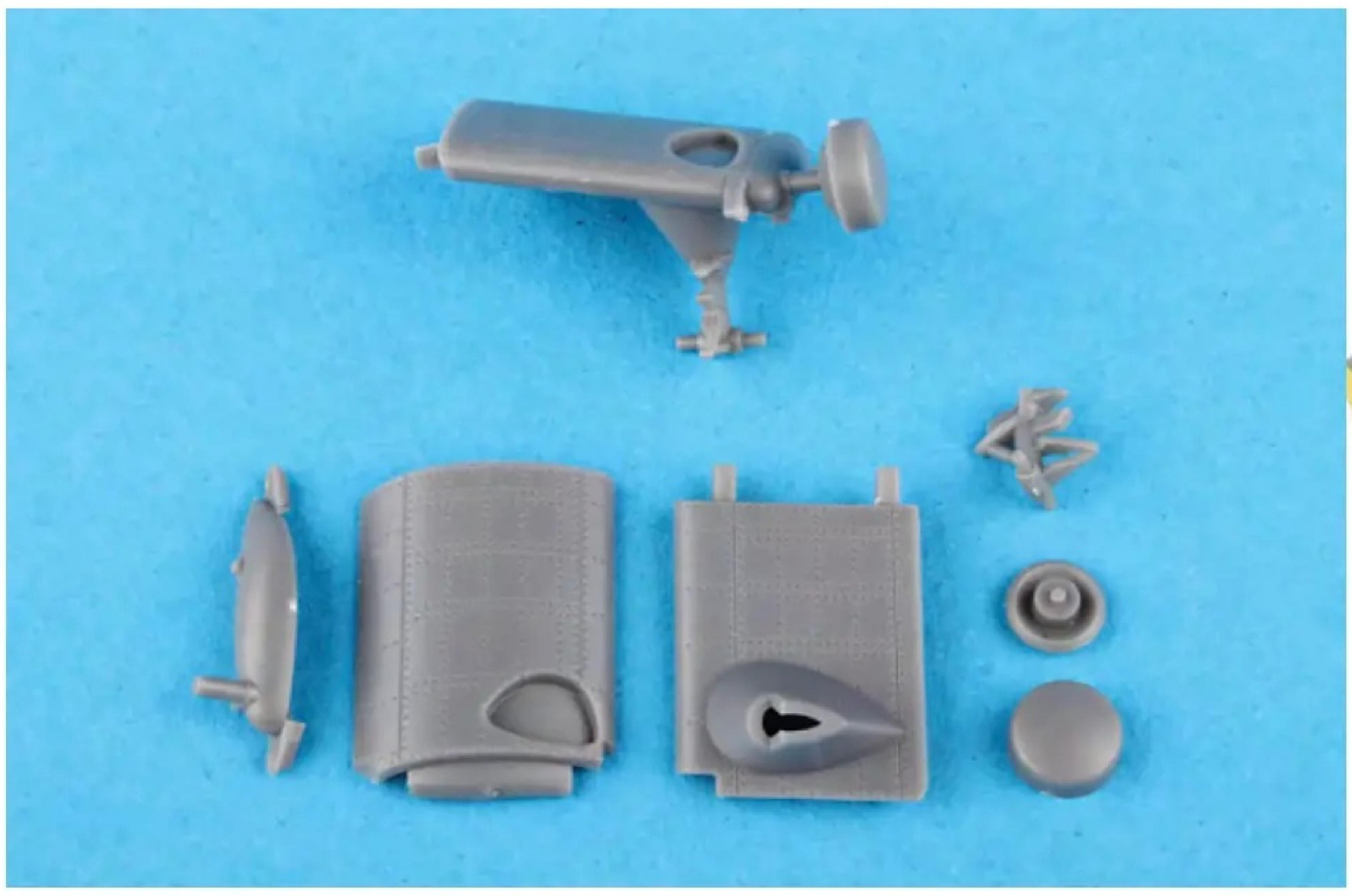
- ZA298/VA ‘King of the Junglies’, 846 Naval Air Squadron, Fleet Air Arm, HMS *Fearless*, Operation Corporate, Falkland Islands, 1982
- ZA312/B, 845 Naval Air Squadron, Fleet Air Arm, Operation Granby/Desert Storm, King Khalid Military City, Saudi Arabia, January-February, 1991
- ZD480, 845 Naval Air Squadron, Fleet Air Arm, Royal Navy, Croatia, 1995
- ZF122/V, 845 Naval Air Squadron, Fleet Air Arm, Royal Navy Air Station Yeovilton, Somerset, 2013



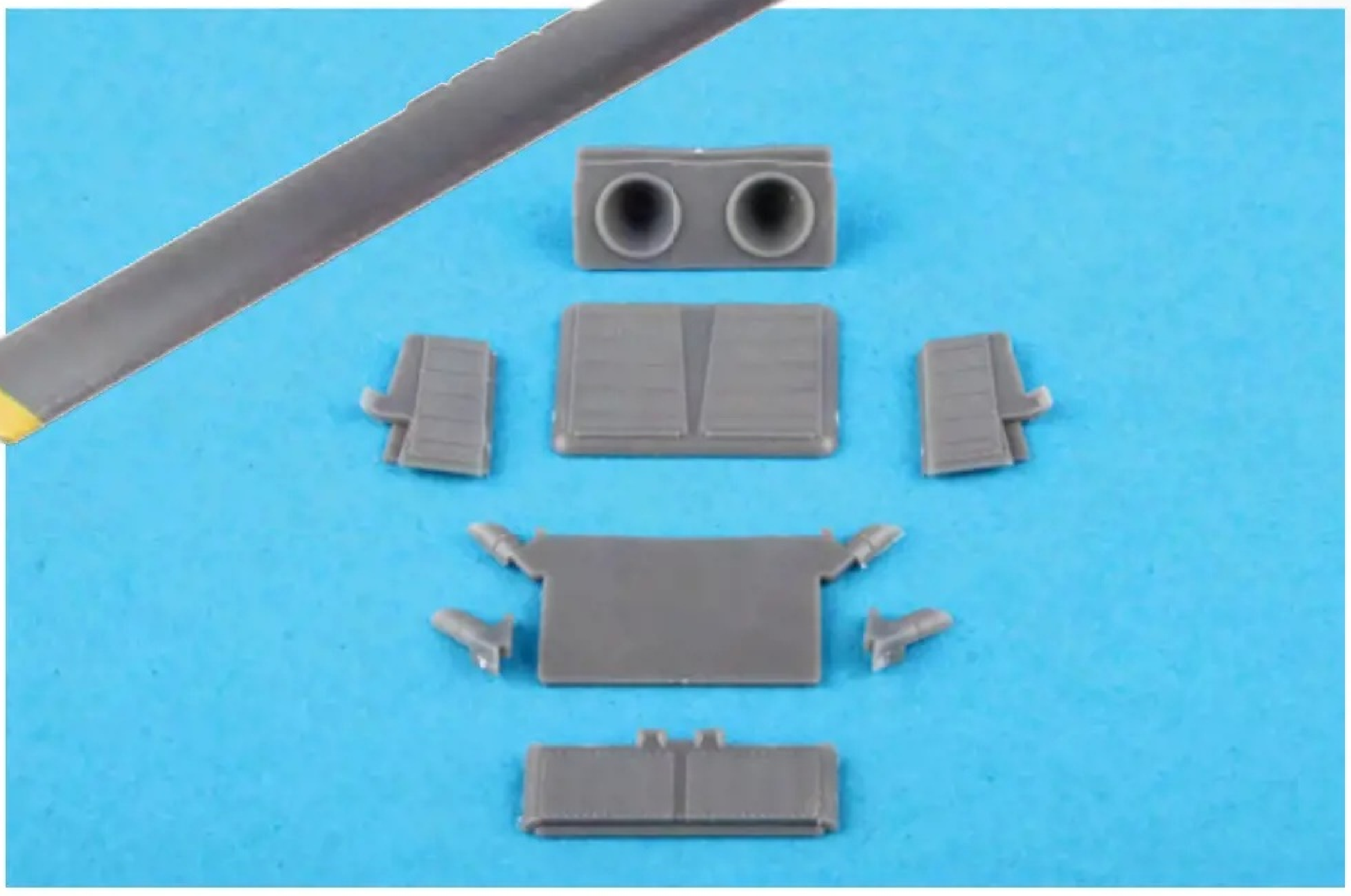


▲ The rudder pedals, cyclics and collective controls have all been added to the unpainted cockpit as all will be the same semi-gloss black colour. Small amounts of Vallejo's Plastic Putty were needed to fill gaps around these parts, with excess being removed via a wet cotton bud.

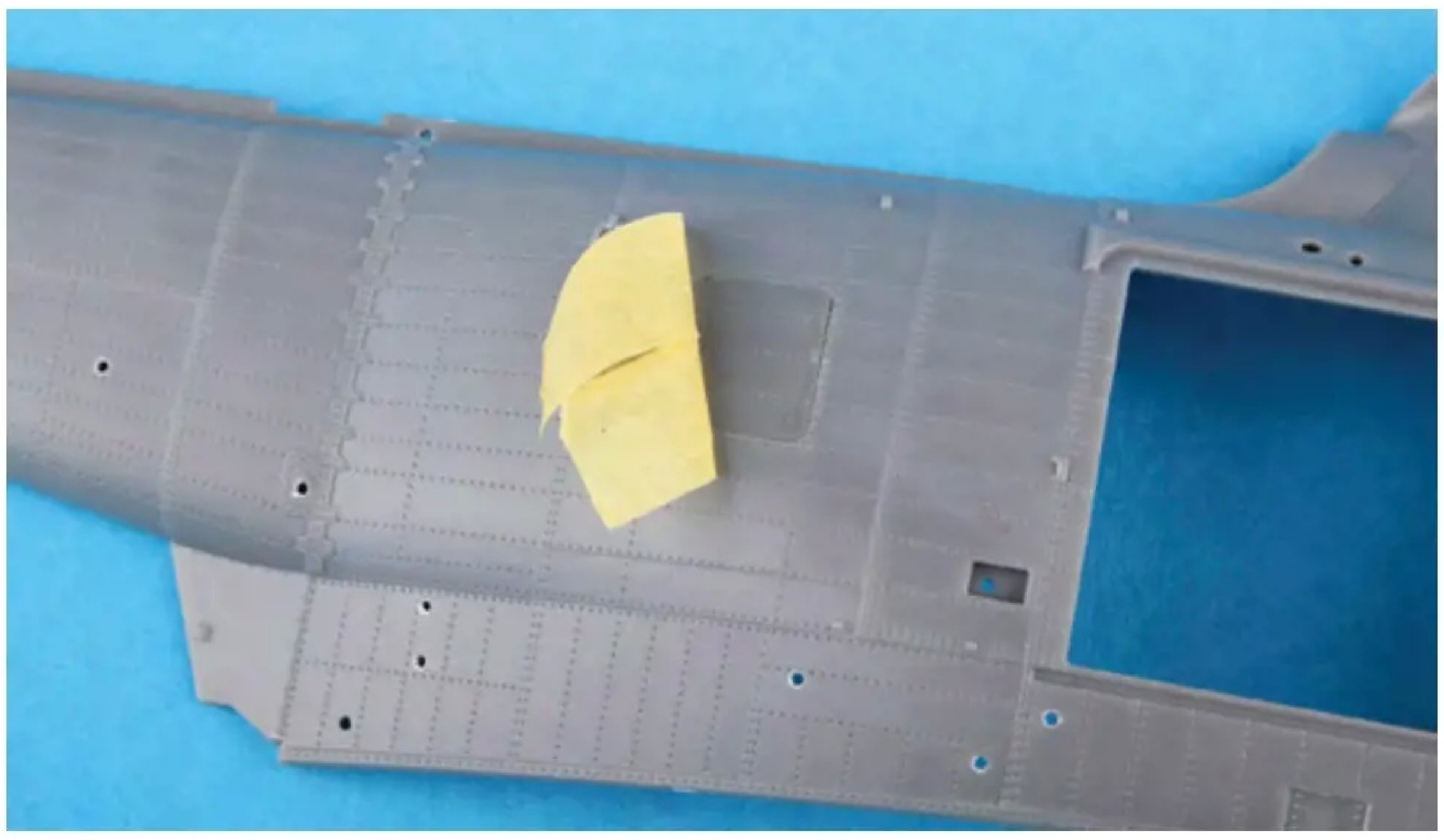
▲ Attention shifted to the tail section, which assembles without issue; just a hint of putty was needed to address a seam.



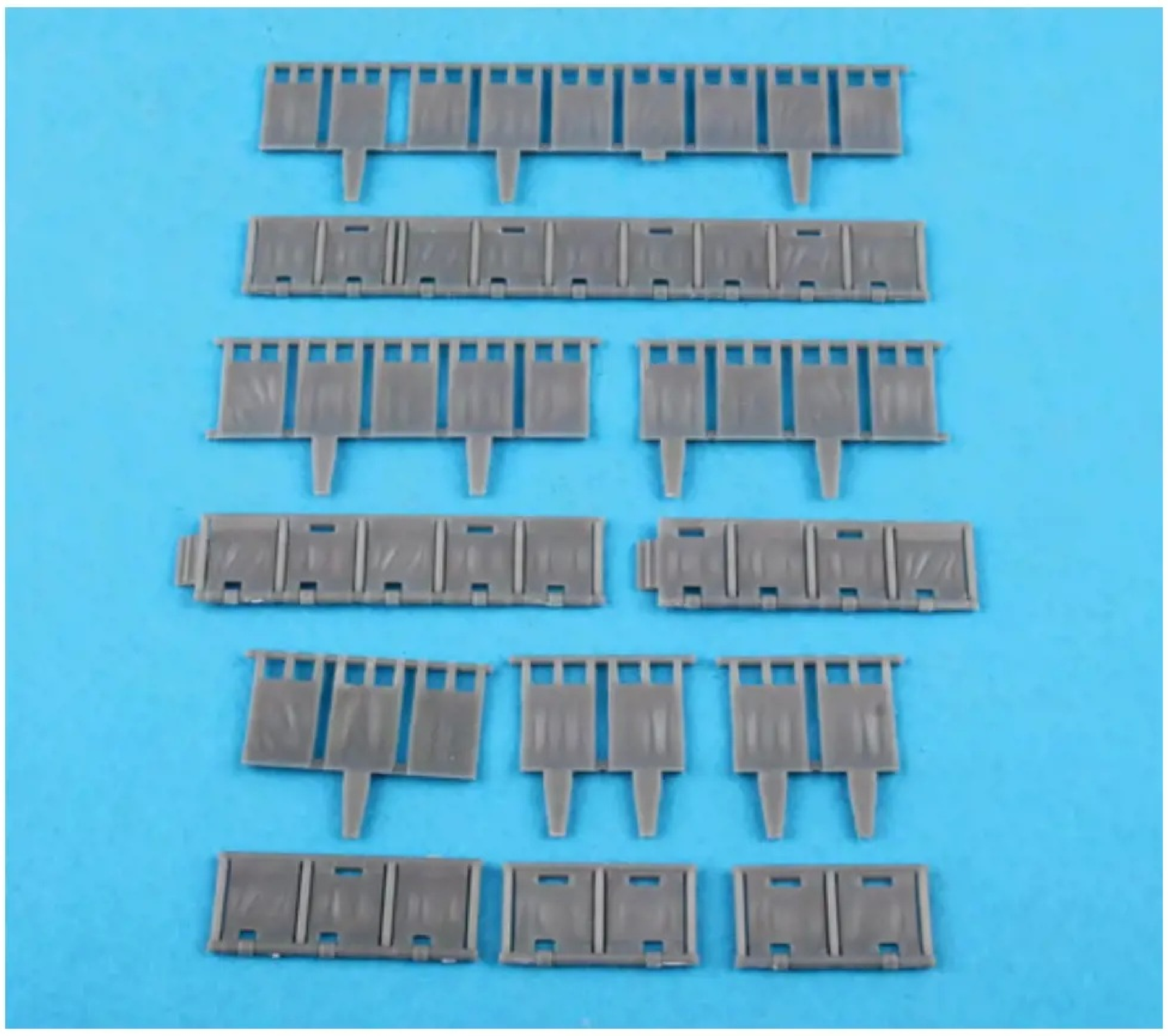
▲ Similarly, the undercarriage can be built at any stage, capturing the Commando's workmanlike arrangement accurately. The circular floatation gear housing has been attached temporarily on the completed sponson.



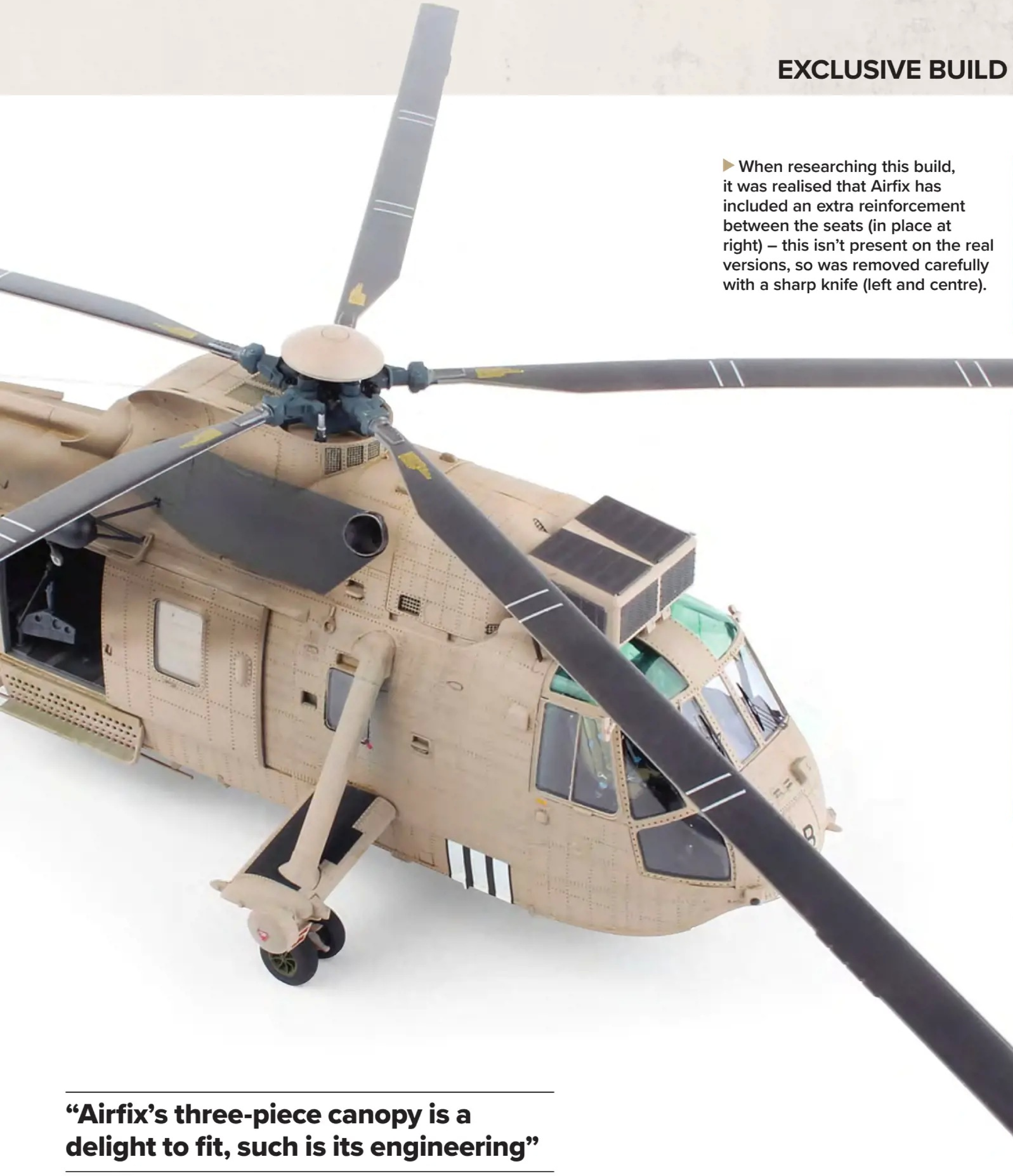
▲ Another sub-assembly tackled out of sequence was the box filter used on desert-deployed airframes. With just seven parts, it's easy to build, and this would act as one of several 'guinea pigs' for the Desert Pink colour scheme.



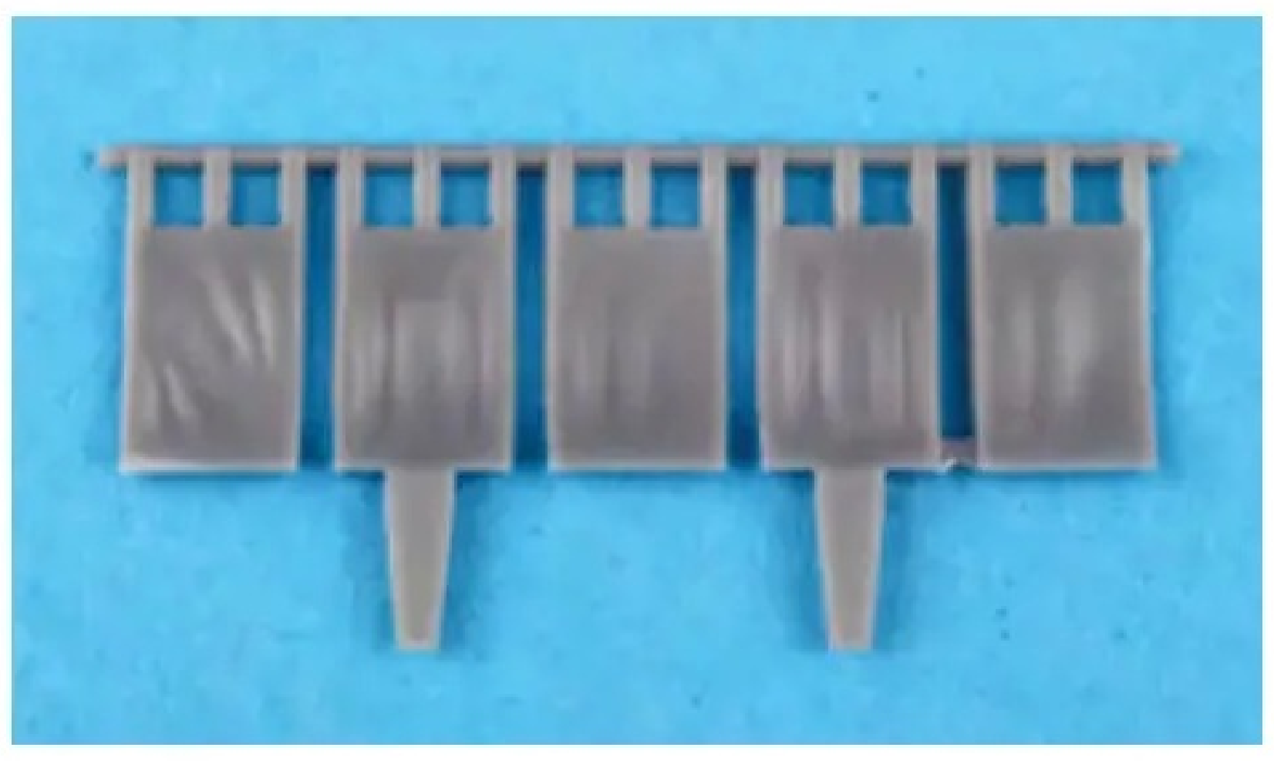
▲ Experience gained on the initial Sea King boxing indicated that the fuselage panel inserts have a tendency to 'shrink' back from the exterior, leaving a step in the surface. The panel was secured with Liquid Cement, but before it had dried it was pressed against masking tape, which had been stretched taught across the opening, ensuring it stayed level with the surrounding airframe.

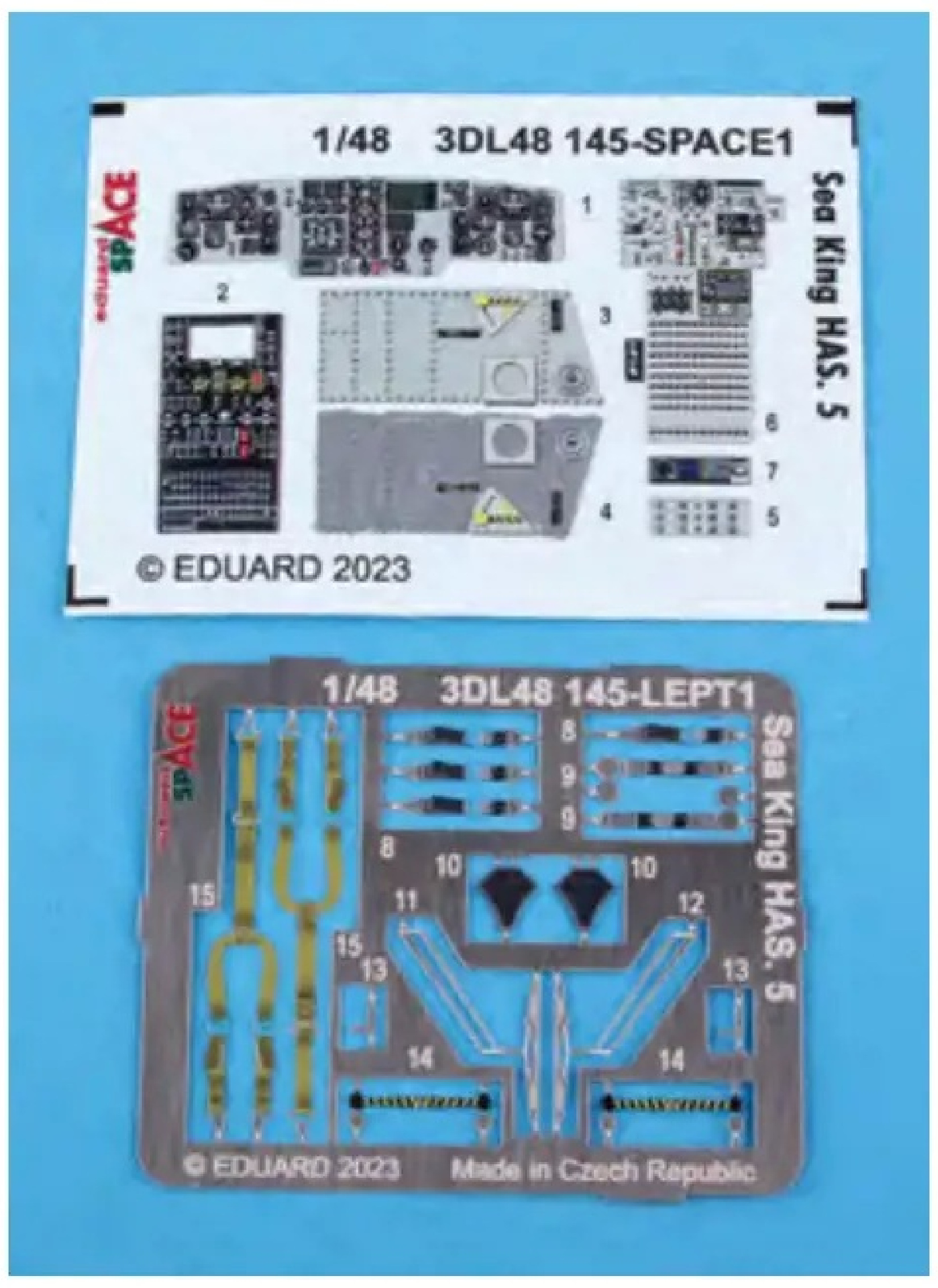


▶ Wonder what all those seats were for? You guessed it, they're for the HC.4 variant – all 25 of them! Just the cabin seats are shown here, with the three jump seats not being depicted.



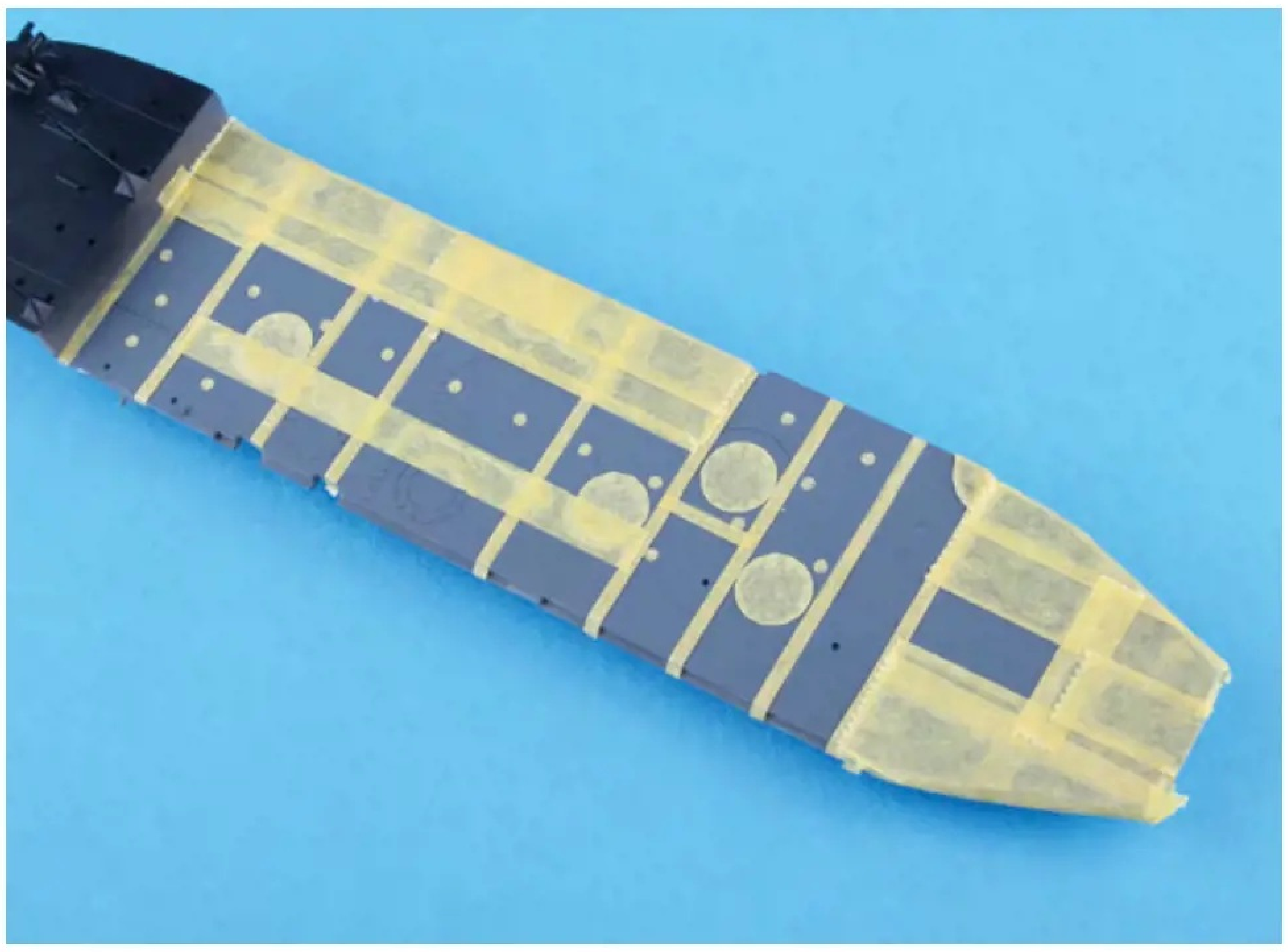
▶ When researching this build, it was realised that Airfix has included an extra reinforcement between the seats (in place at right) – this isn't present on the real versions, so was removed carefully with a sharp knife (left and centre).



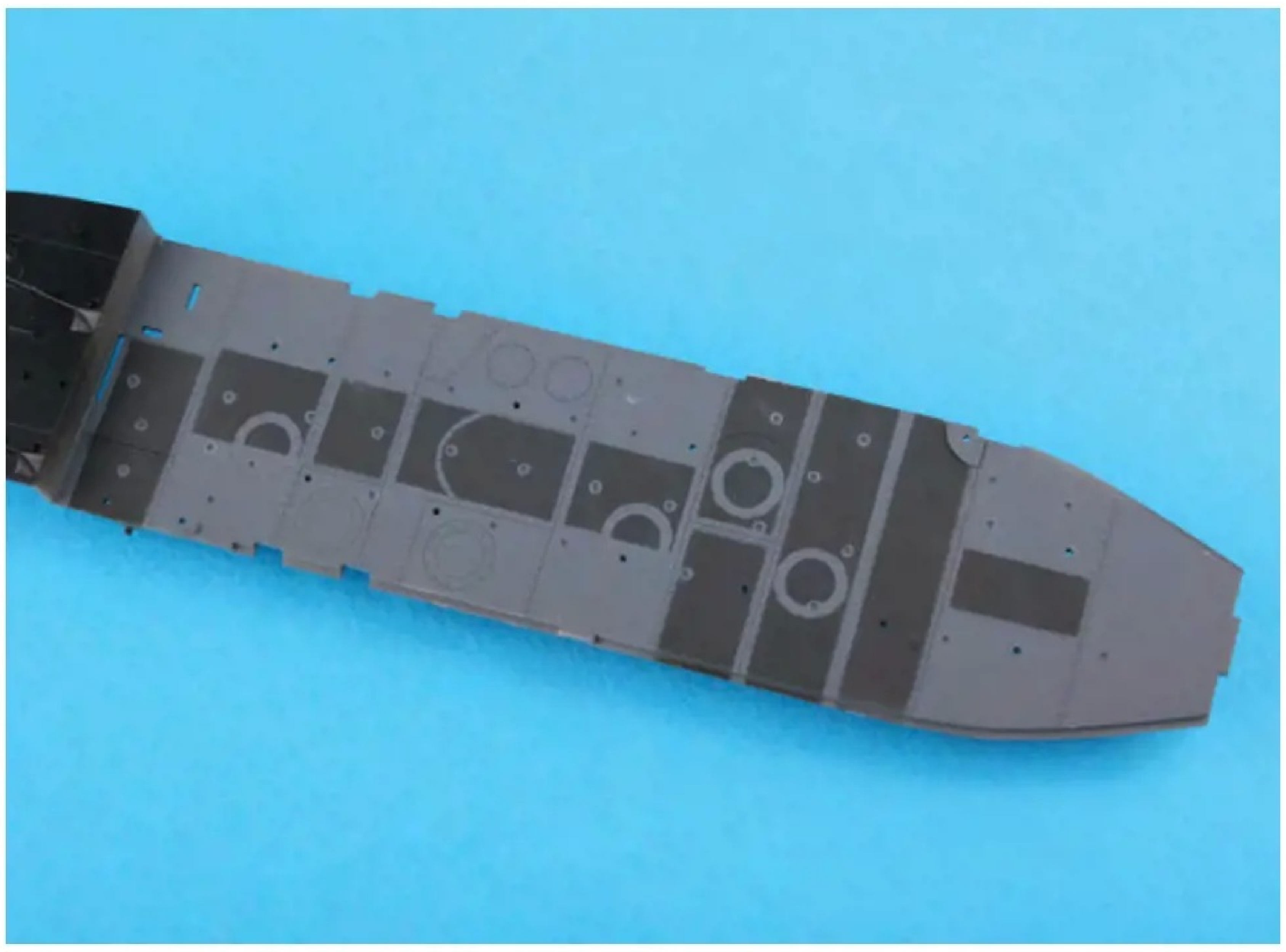


▲ Having studied various aftermarket sets for cockpit seatbelts, Eduard's 3DL145 SPACE product seemed ideal at first, providing sidewall detail as well, until it was realised the panels are too light in tone (resolved by painting them with XF-53 Neutral Grey). The windscreen wipers would also come in handy later.

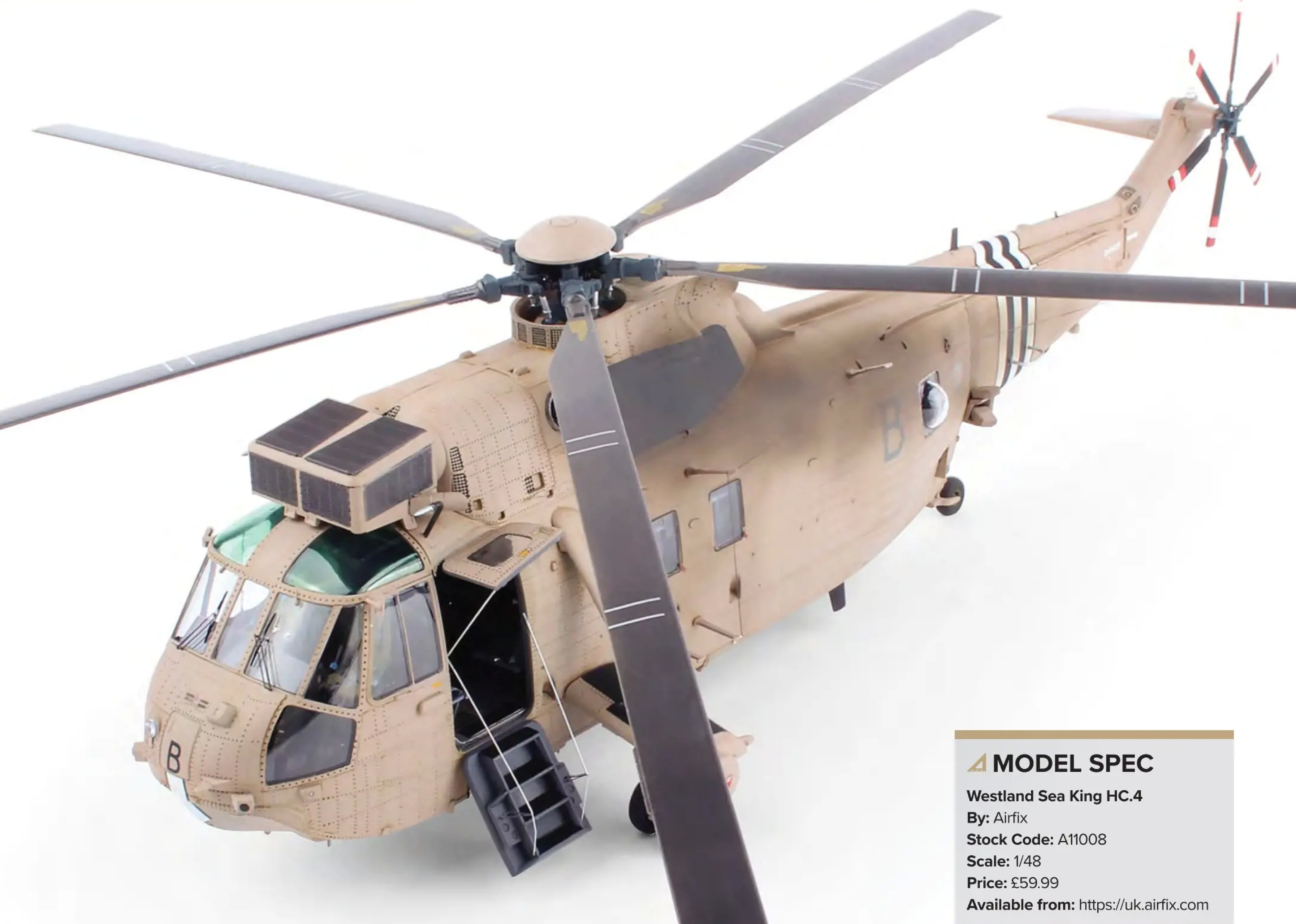
> **"Airfix's three-piece canopy is a delight to fit, such is its engineering"**



▲ After airbrushing the cockpit with LP-5 Semi Gloss Black, the cabin received XF-24 Dark Grey, after which the anti-slip panels were masked – a punch-and-die set cut the smaller circles, with a Dspiae cutter used for the larger versions.



▲ Tamiya's XF-69 NATO Black was used for the black non-slip panels, as it's not a 'true' black and allows for use of a darker wash to accentuate the moulded detail.

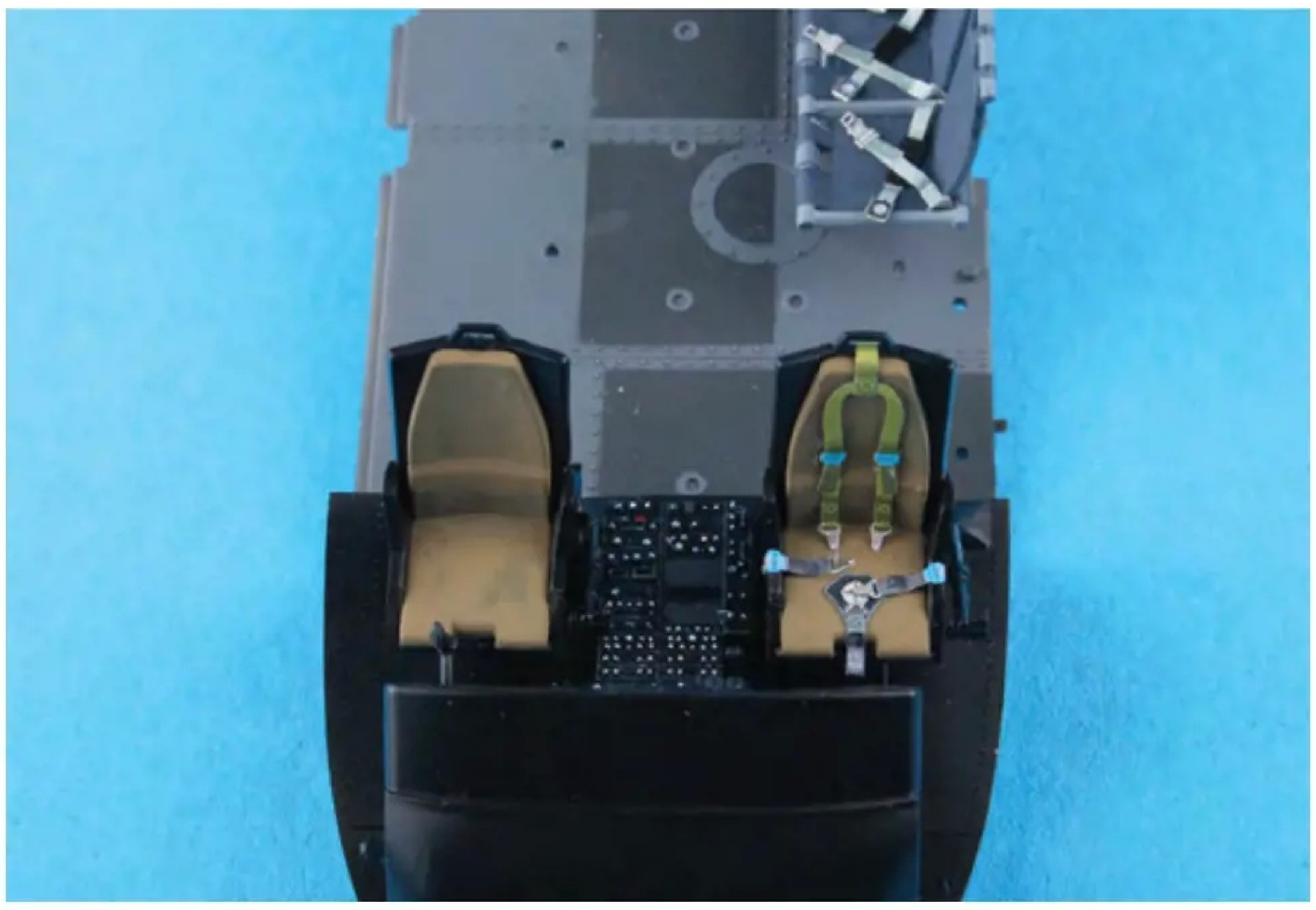


MODEL SPEC

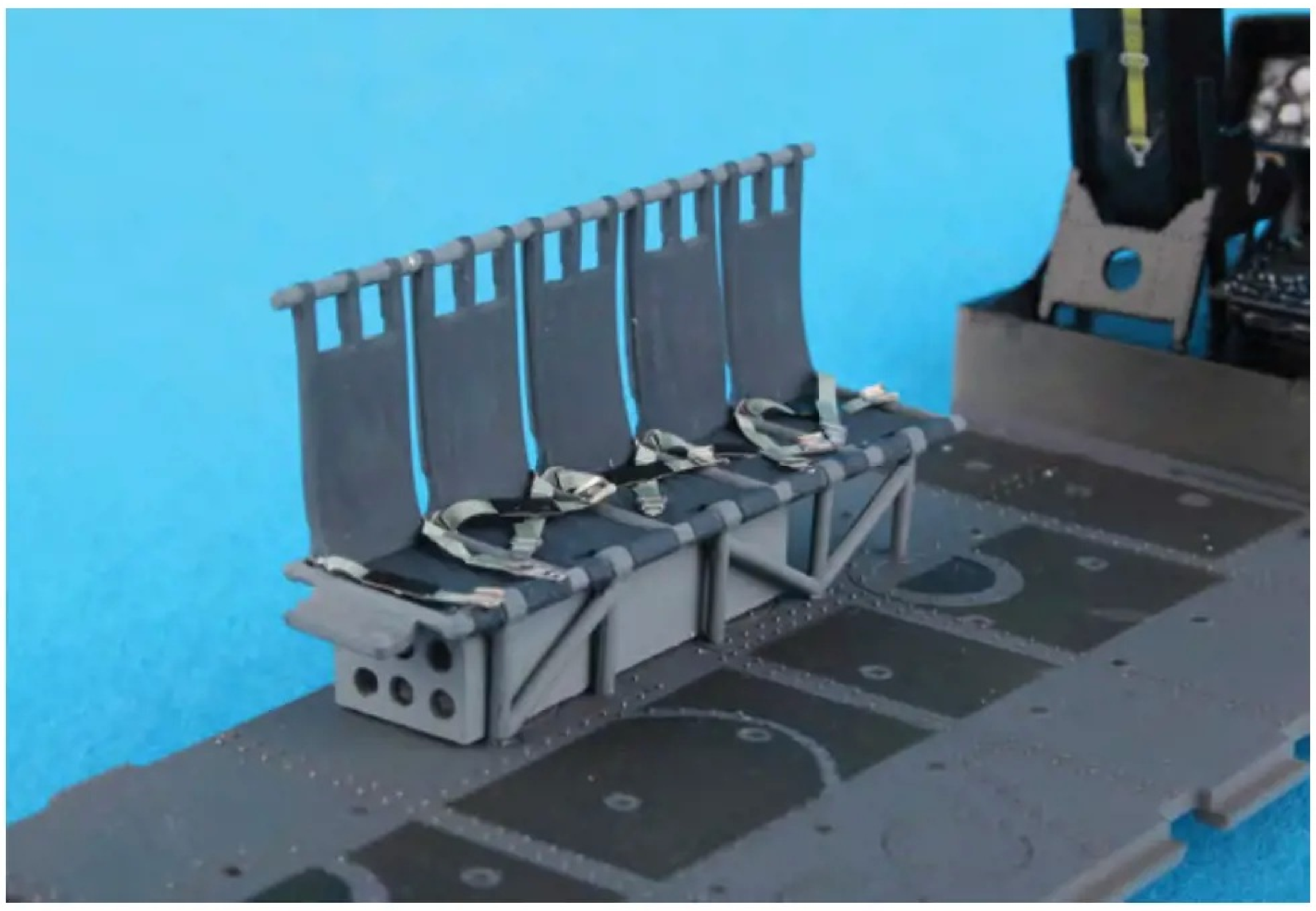
Westland Sea King HC.4
By: Airfix
Stock Code: A11008
Scale: 1/48
Price: £59.99
Available from: https://uk.airfix.com

AIRFIX
1:48 WESTLAND SEA KING HC.4

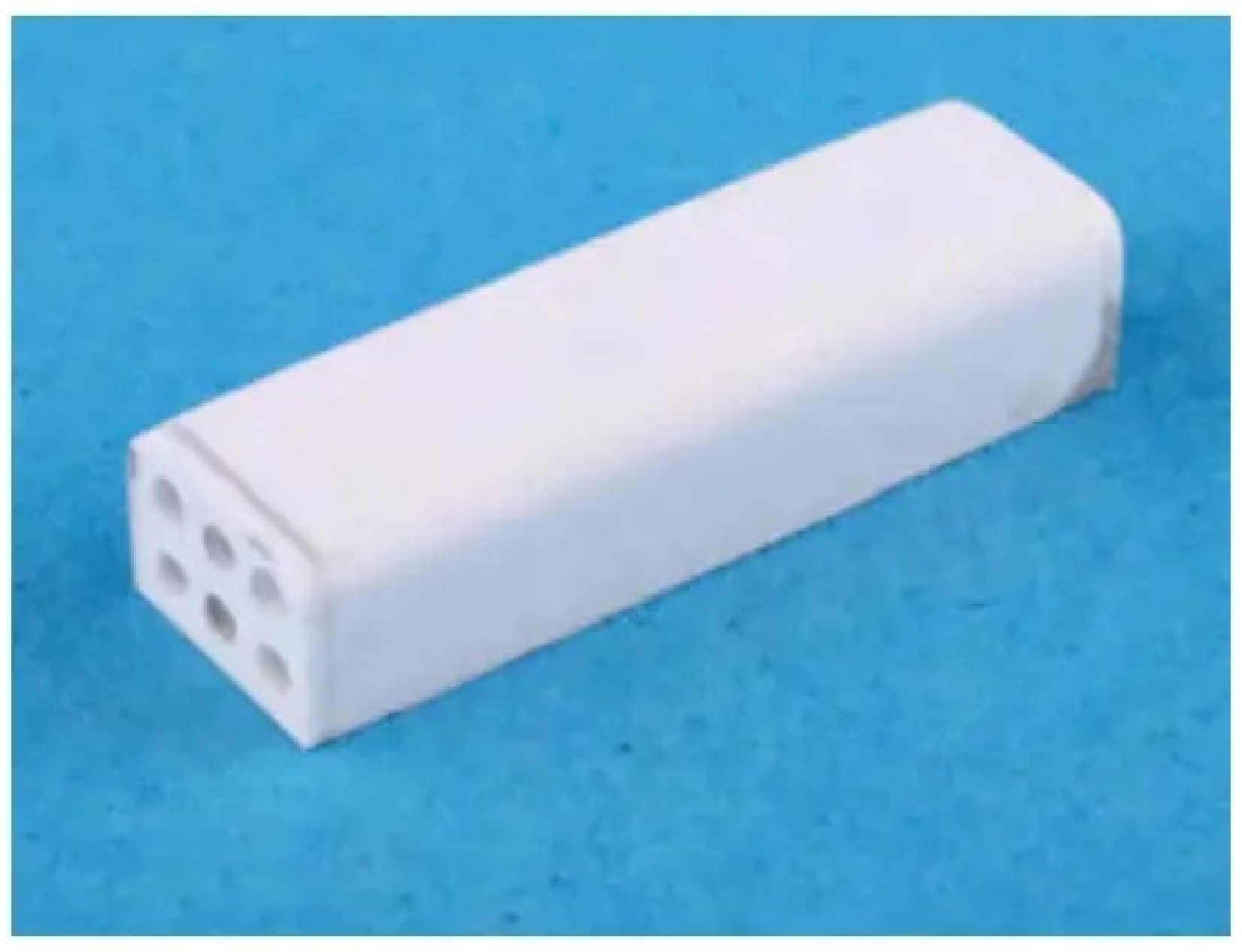
> **"It's hard not to reach for the bag of superlatives when summarising this kit"**



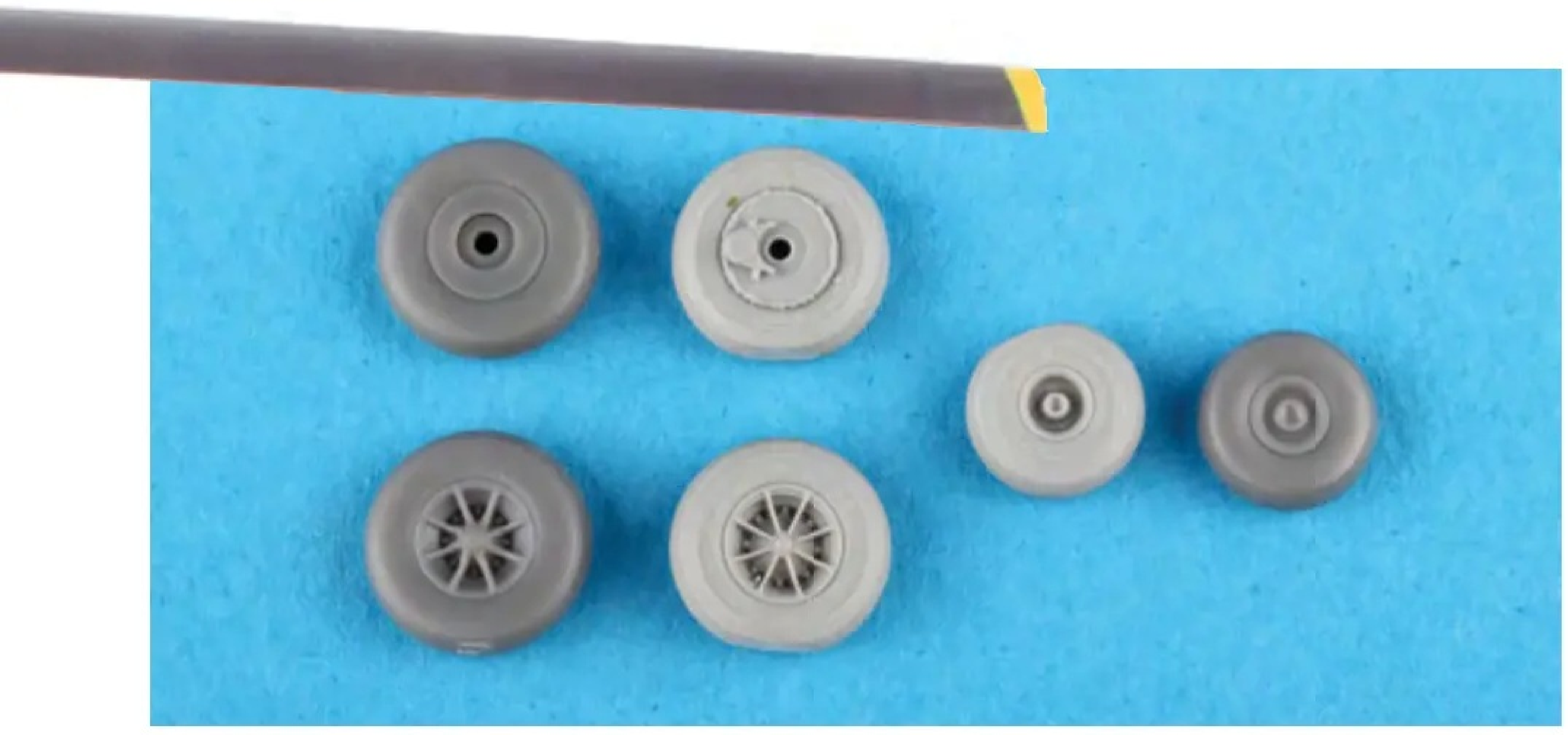
▲ Having assembled and painted the cockpit's armoured seats, a comparison between the basic kit item and that outfitted with Eduard's harness shows just how prominent the straps are, especially so given the large amount of canopy glazing. Note the trial-fitted set of five seats in the rear cabin.



▲ Rather than scratch-build 28 sets of lap straps for the passenger seats, Eduard's pre-painted photo-etched (PE) metal 491397 Sea King Cargo Seatbelts were employed; these were straightforward to install, being secured with superglue, although positioning them was time-consuming.



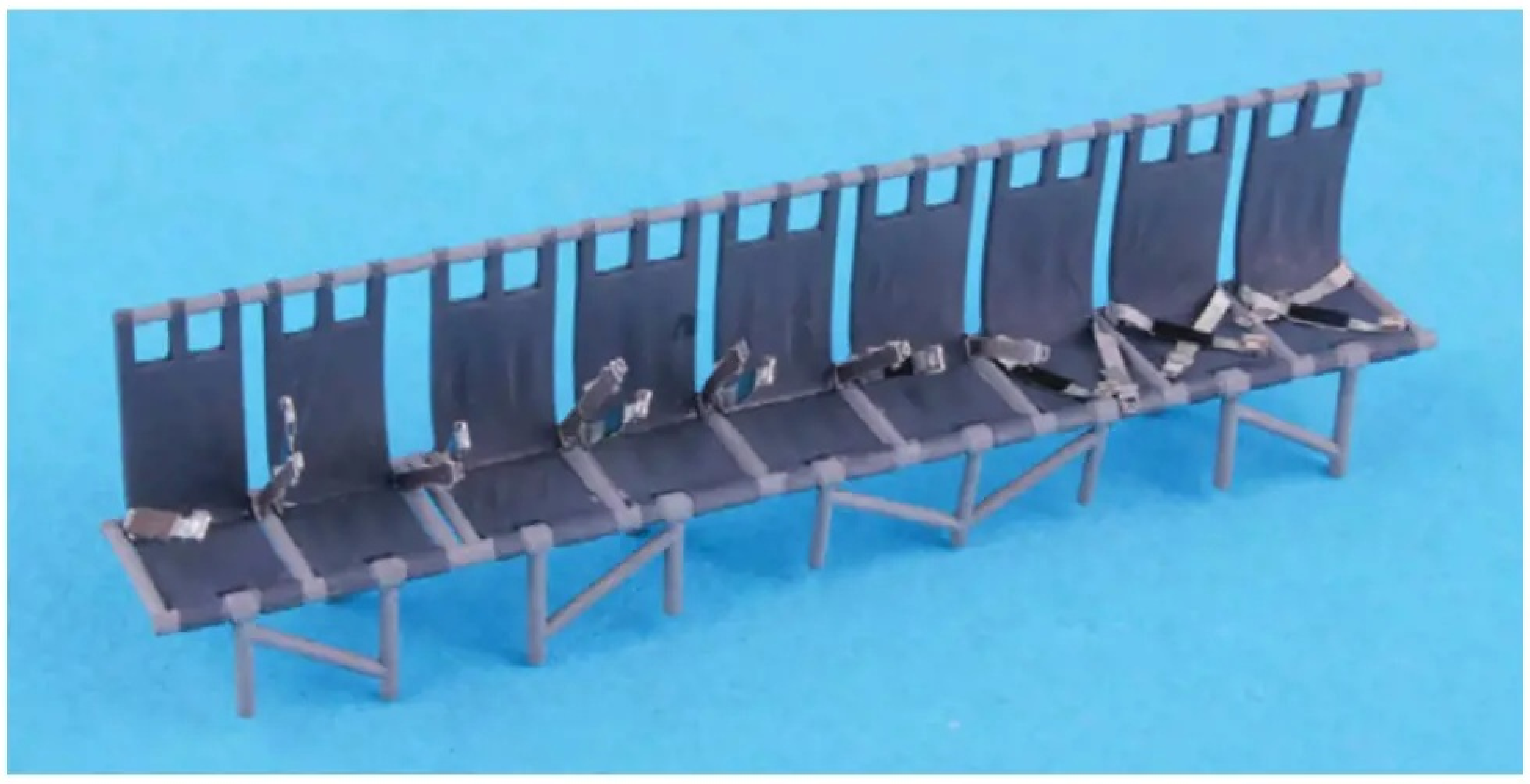
◀ While researching the HC.4, an underseat box was noted on many photos for the interior. This isn't included in the kit, so an example was fashioned using scrap plastic card. Holes were drilled in the end plates before they were assembled.



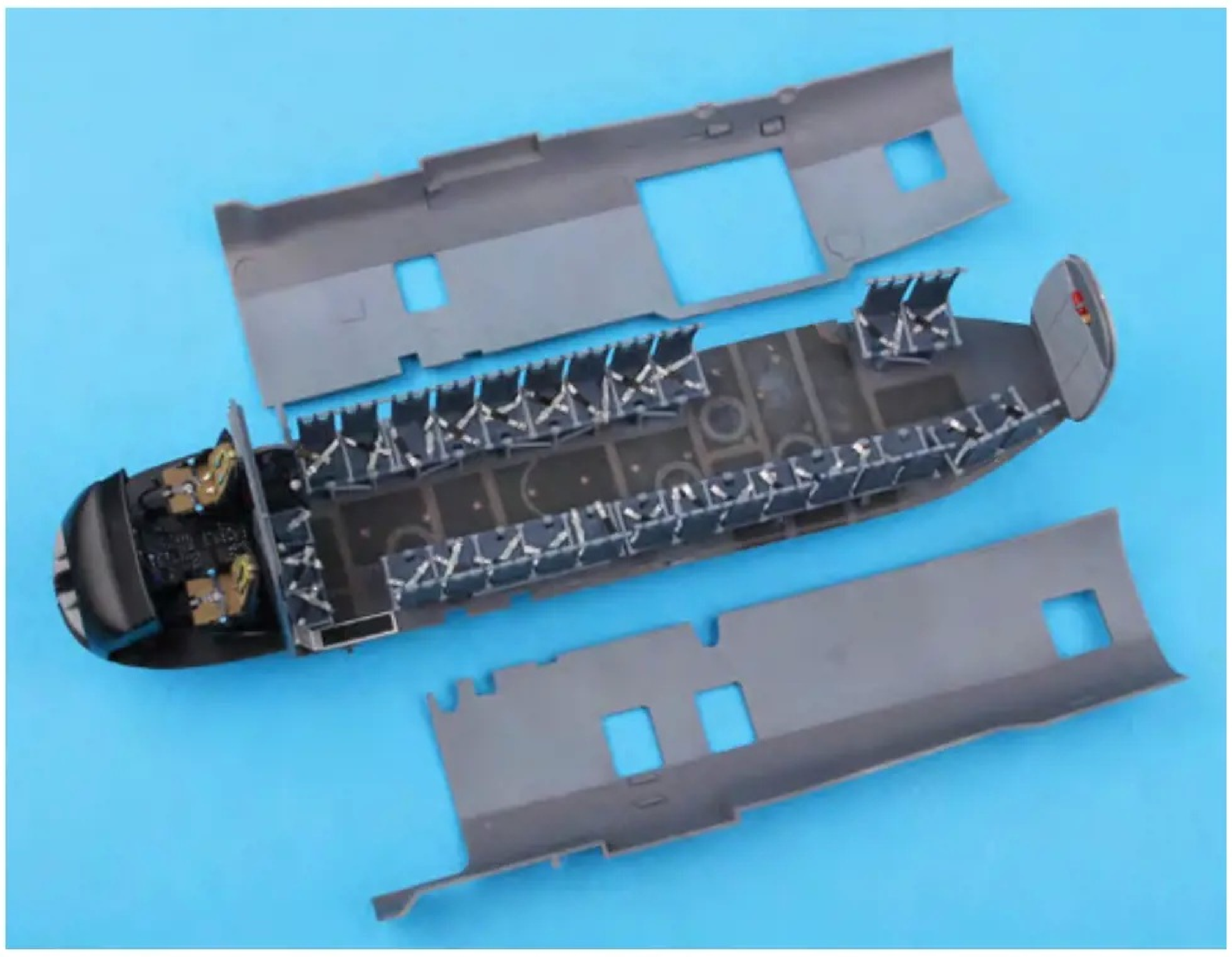
▲ As they were available, Eduard's resin wheels were compared with the styrene alternatives. Given the crisper detail and flattened tyres, it was decided to opt for the aftermarket versions, which also come with wheel masks, making painting much simpler.

▲ The three-piece inner shell clipped neatly into place, the upper centre section doing so with a satisfying 'click'. Next, the exhausts were placed onto their locating point, care being taken (this time) to follow the instructions and insert them correctly!

▲ It was at this point the rate of assembly accelerated, as the outer fuselage attached without issue – the tape was just to hold everything while the glue dried. Just one seam would require light sanding, that being on the tail boom underside – all others would be hidden by other components.



▲ In total, three sets of Eduard's Cargo Seatbelts were needed (there are 12 per pack), being added over several sessions, with care taken to vary how they were positioned on the seats (as per photos of real helicopters). They were first secured to the back of the seats, before being bent into place.



▲ Several days later, the interior was completed, with the seats secured to the floor with liquid cement, and the anti-slip coverings weathered using tan-coloured pigments. The side panels for the inner 'cocoon' are also painted, with XF-24 Dark Grey for the upper sections and XF-53 Neutral Grey for the lower.

MATERIALS AT A GLANCE

Alclad (www.alclad2.com)
ALC-314 Klear Kote Flat
ALC-312 Klear Kote Semi-Matte
ALC-600 Aqua Gloss

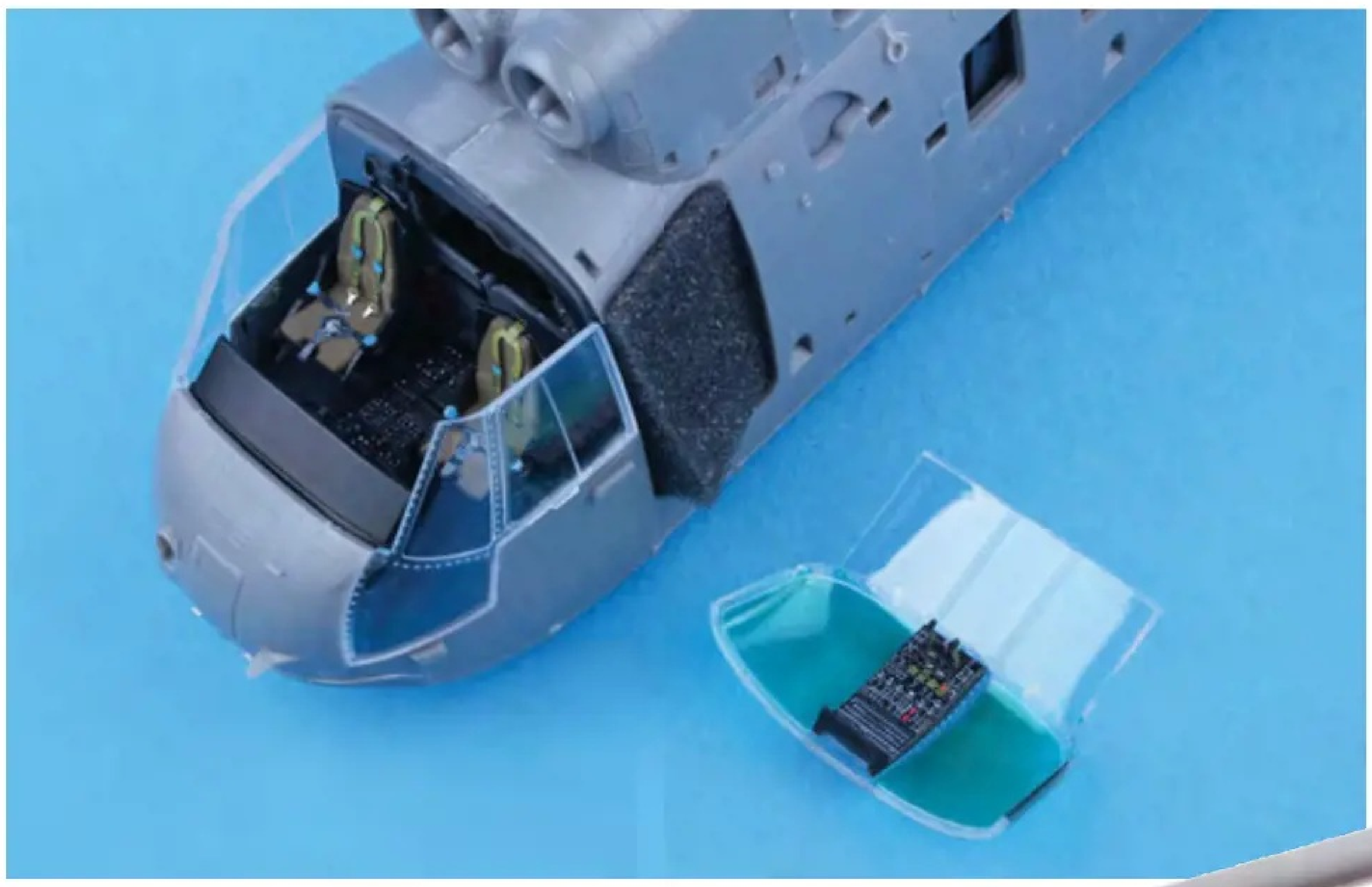
Eduard (www.eduard.com)
3DL48145 Sea King HAS.5
491397 Sea King Cargo Seatbelts
648930 Sea King Wheels

Humbrol (https://uk.humbrol.com)
77 Navy Blue
85 Coal Black
86 Light Olive
104 Oxford Blue
148 Radome Tan

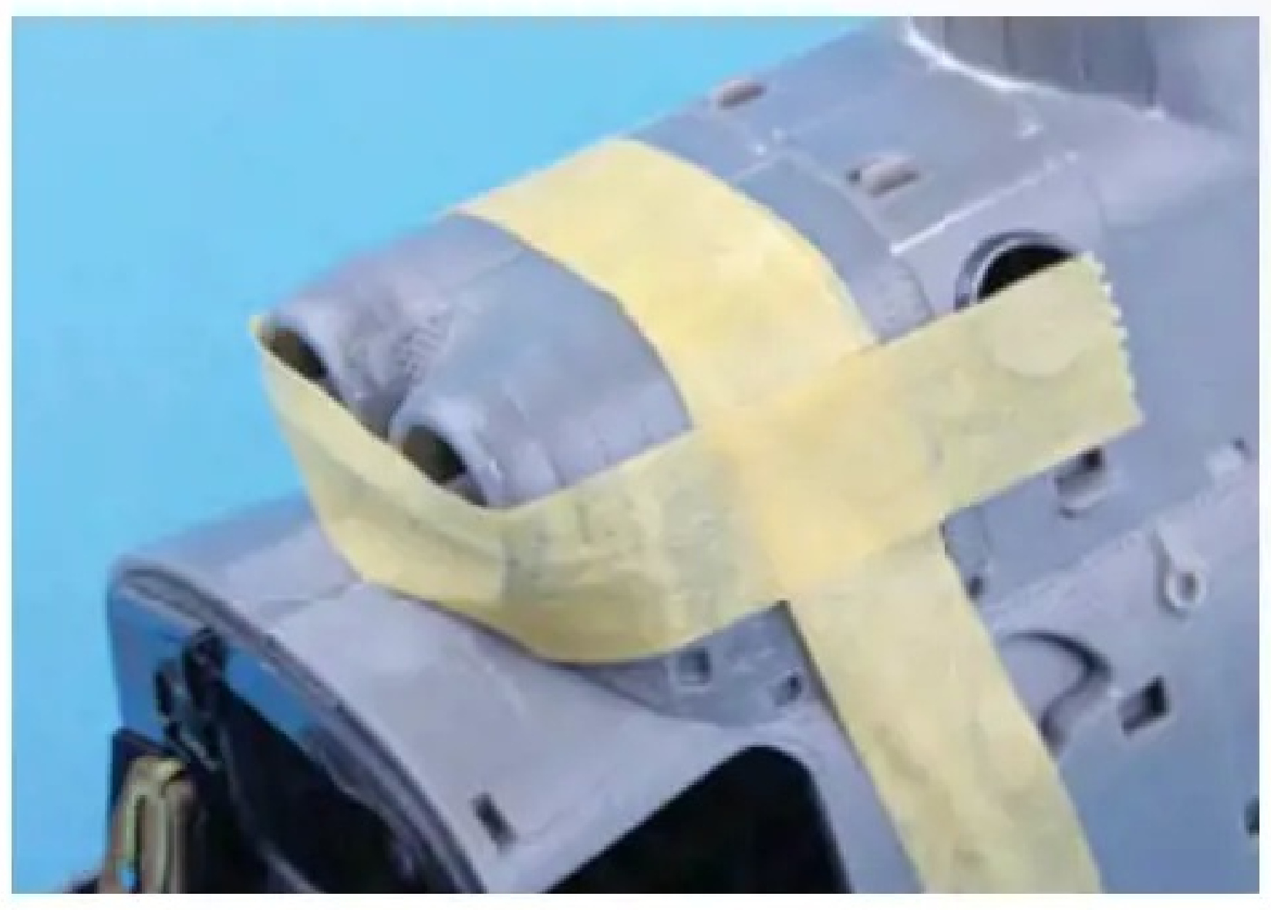
Mr. Hobby/Color (www.albionhobbies.com)
C335 Medium Sea Grey BSC 381C/637
H331 Dark Sea Grey BSC 381C/636

Tamiya (www.hobbyco.net)
LP-5 Semi Gloss Black
LP-19 Gun Metal
LP-48 Sparkling Silver
X-7 Red
X-23 Clear Blue
X-25 Clear Green
X-26 Clear Orange
X-27 Clear Red
XF-24 Dark Grey
XF-49 Khaki
XF-53 Neutral Grey
XF-57 Buff
XF-64 Red Brown
XF-69 NATO Black
XF-80 Royal Light Gray
XF-85 Rubber Black

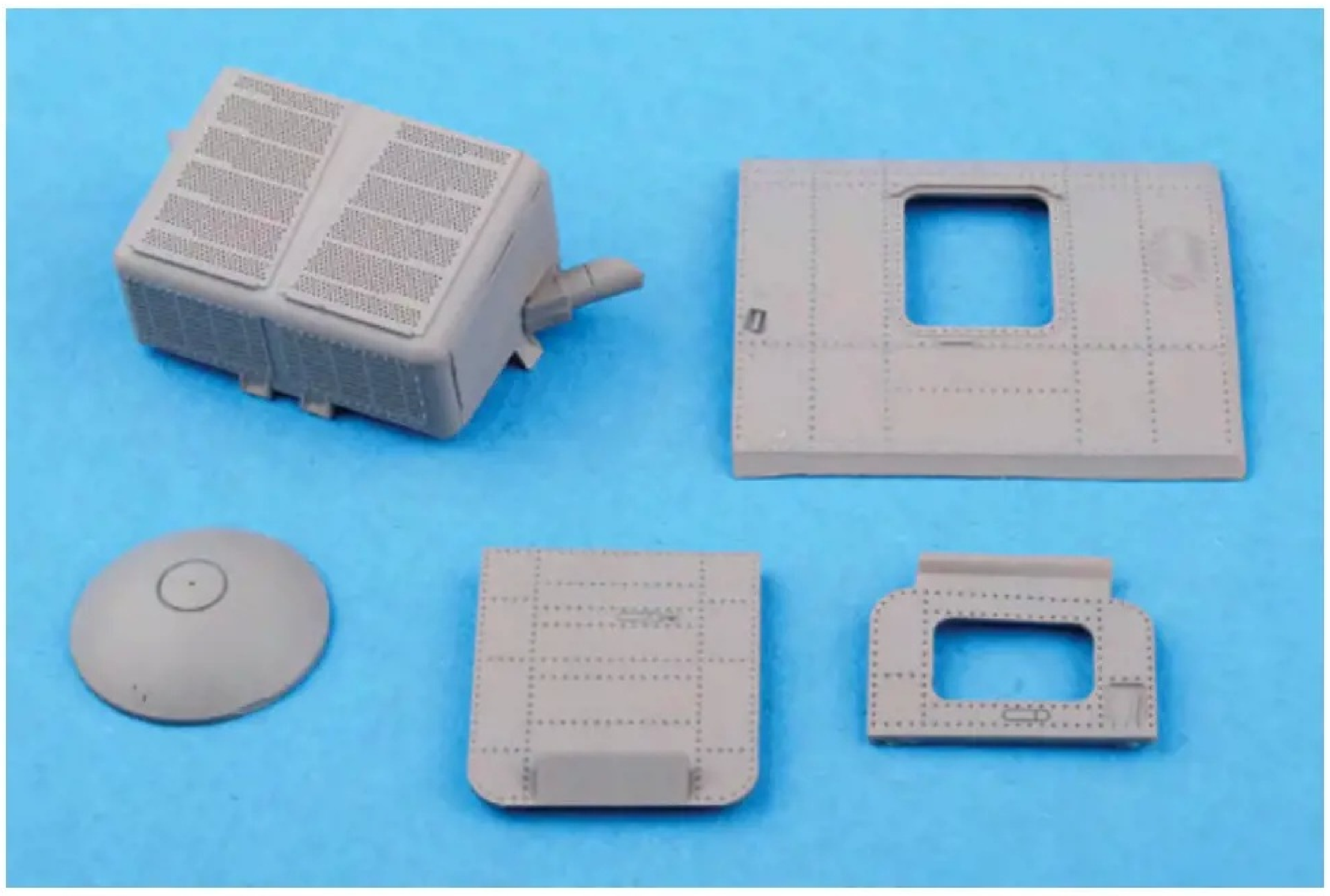
Vallejo (www.creativemodels.co.uk)
70.918 White
71.057 Black
71.062 Aluminium
71.063 RLM 01 Silver
71.140 US Desert Sand FS 30279



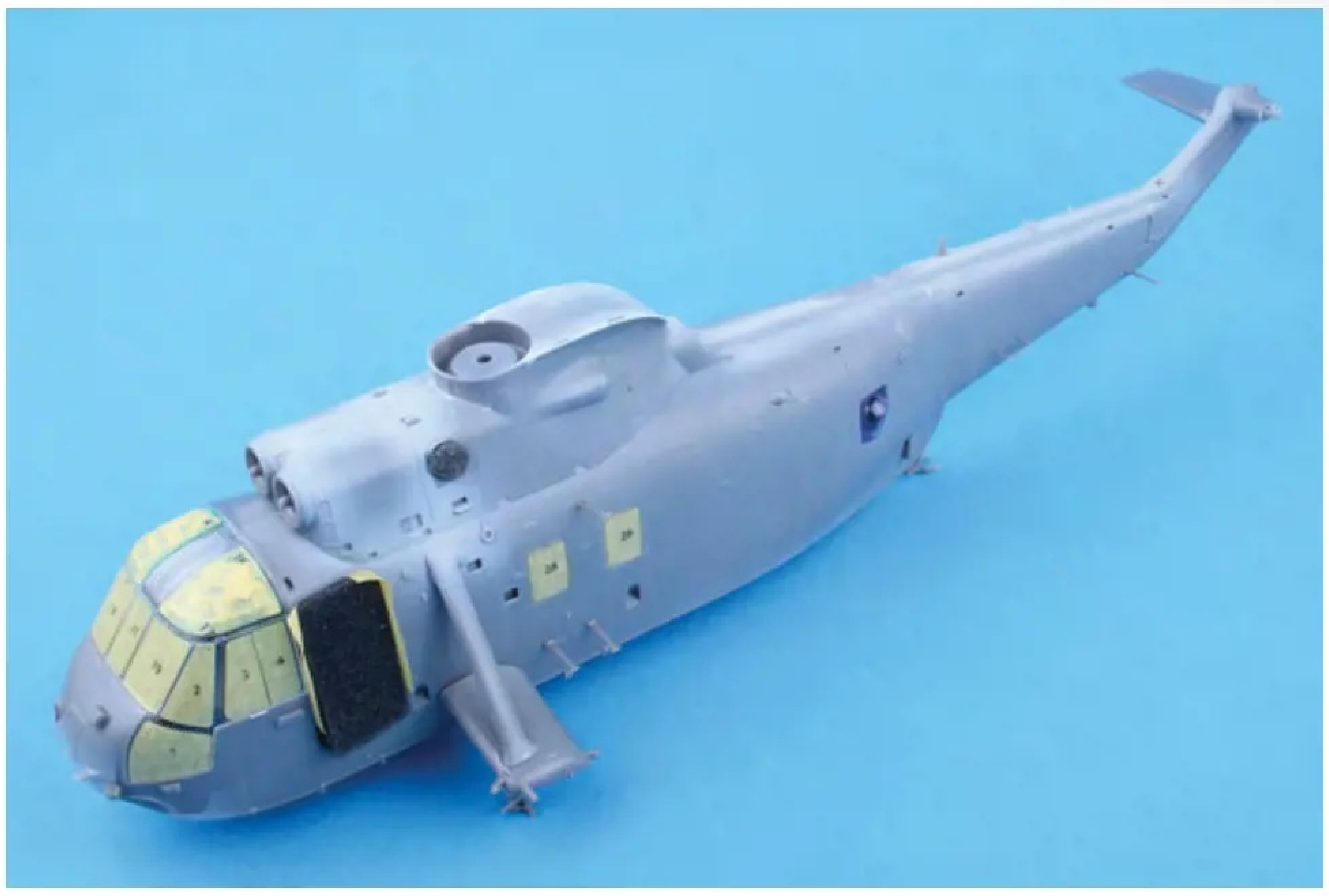
▲ Airfix's three-piece canopy is a delight to fit, such is its engineering. Note, the 3D-printed ceiling console from Eduard's SPACE set was used as this was pre-painted and looked much better than my efforts at painting the styrene alternative. The upper glazing received a mix of X-23 Clear Blue and X-25 Clear Green on the inner surfaces.



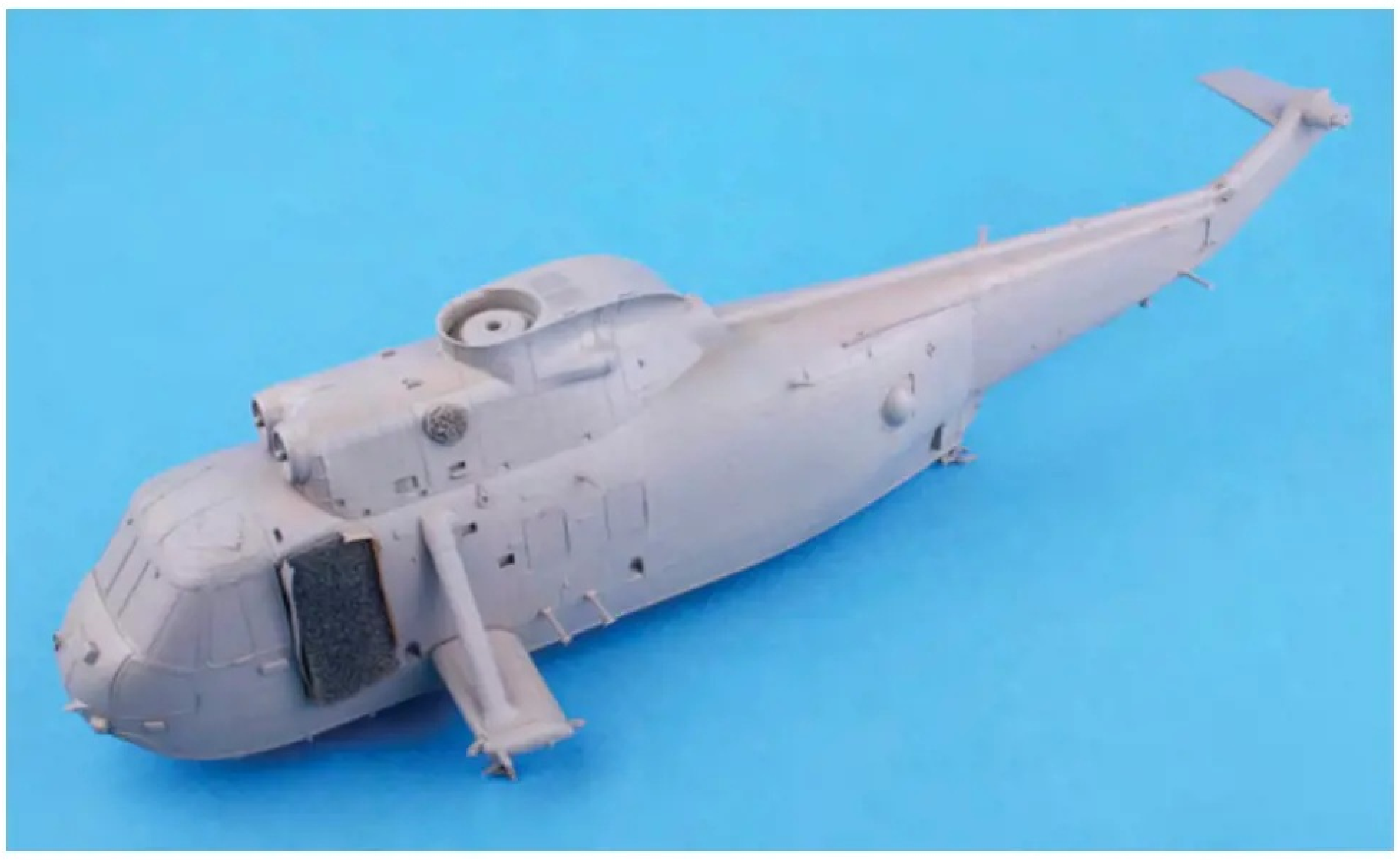
▶ Other builds have highlighted fit issues with the engine housing/intakes. A series of test-fits showed that minor manipulation of their position (before any glue was applied) eliminated any such problems, with tape holding the parts while the glue dried. Two small gaps were treated with acrylic filler.



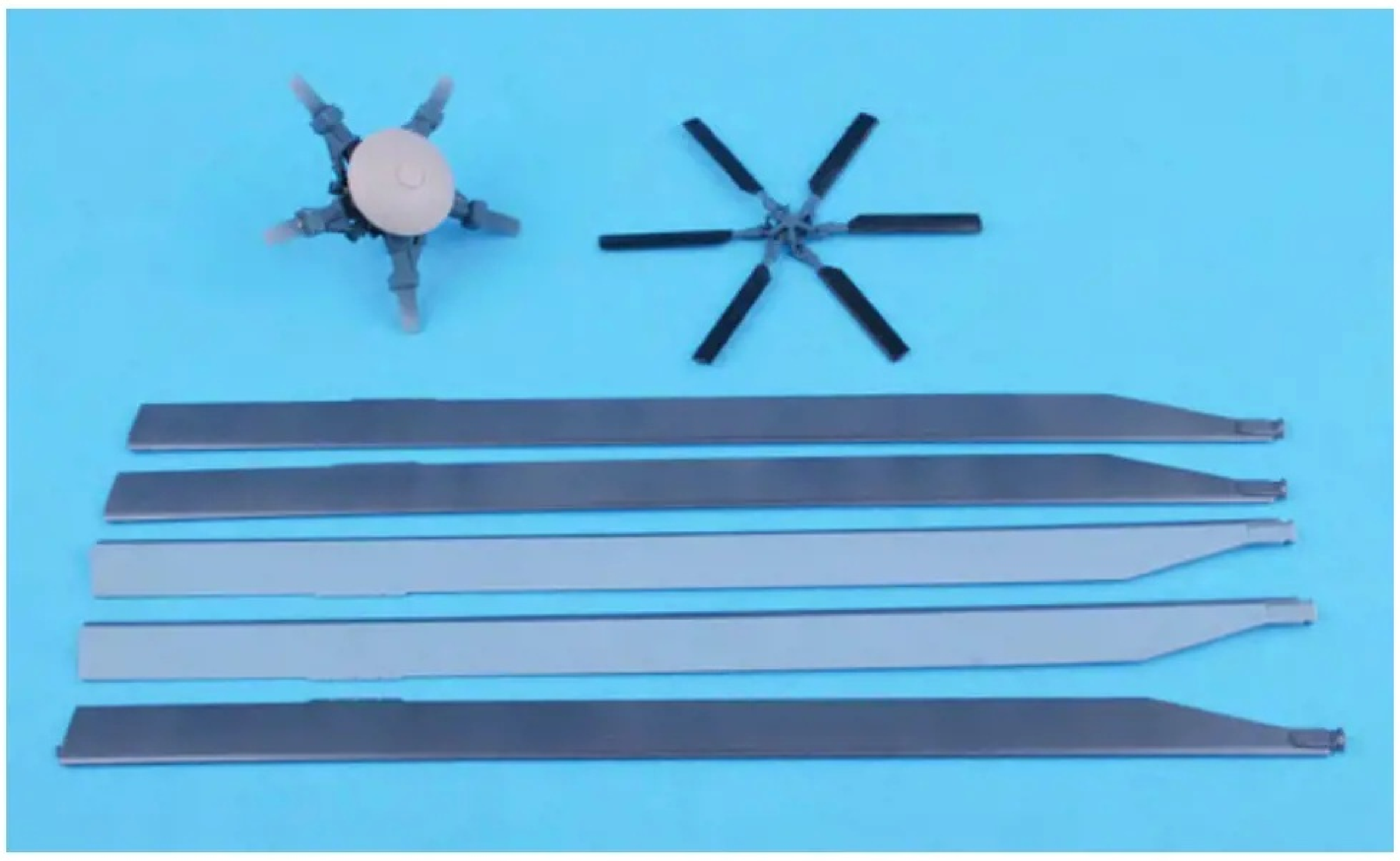
▲ Desert Pink, as used on RAF and RN aviation assets is a peculiar shade, but is based on the US FS 30279 Desert Sand tone. After experimenting with various products, Vallejo's 71.140 was deemed the closest match (also being near identical to Humbrol's now out-of-production 250 Desert Pink).



▲ ASK Distribution's pre-cut mask set was employed for the glazing – greatly simplifying this task. Primer was sprayed along any suspect seams to check for blemishes, with just a small amount of filler required. Foam packing was used to fill open doors and hatches and protect the interior.



▲ Once satisfied with the airframe, 71.140 US Desert Sand was airbrushed in a series of light coats, being diluted with the firm's flow improver to reduce the chance of it clogging the airbrush nozzle. While it appeared too light at first, as more layers were added it darkened slightly.

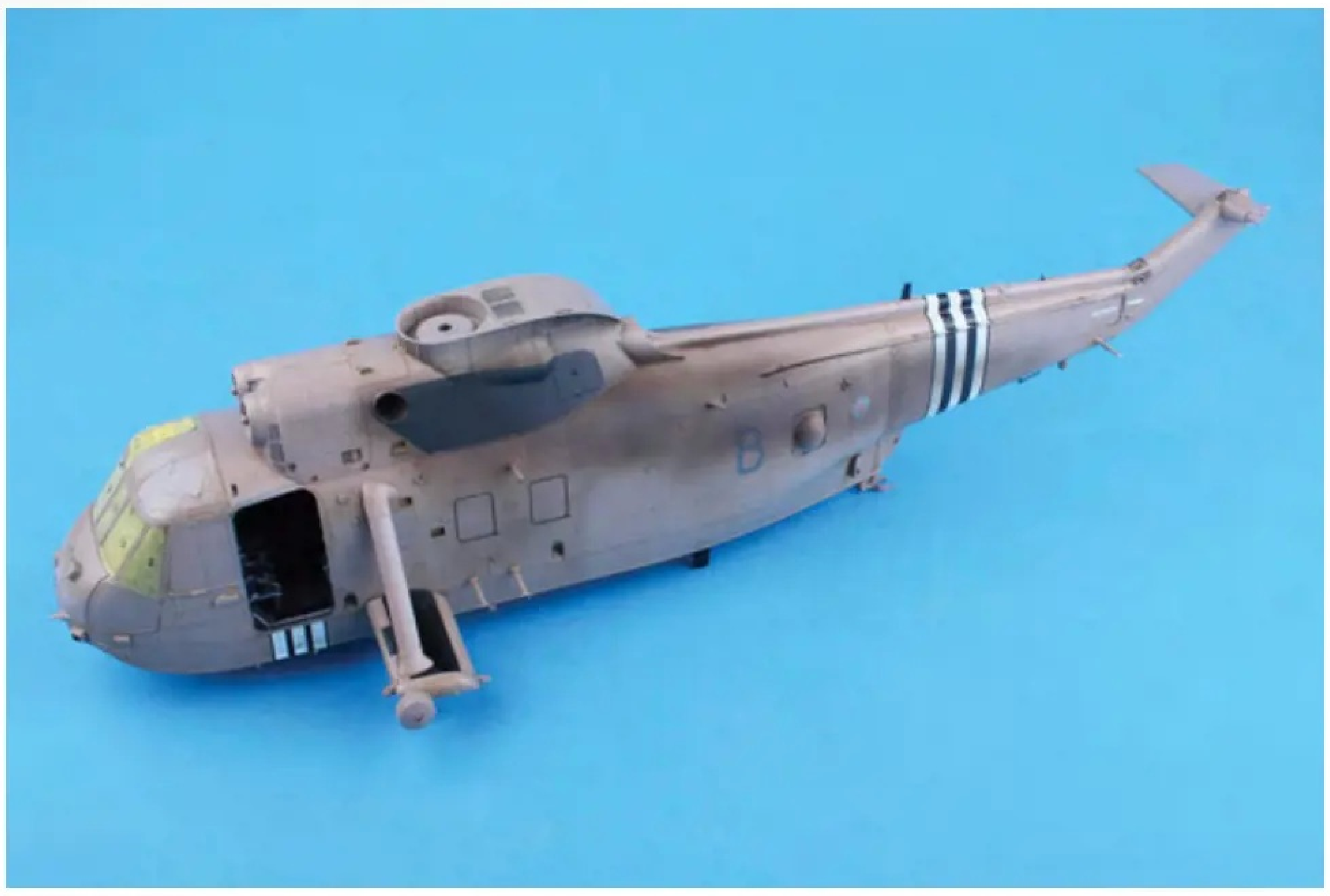


▲ For this build it was decided to opt for fully deployed rotor blades, and these were painted as per Airfix's instructions, using H331 Dark Sea Grey BSC 381C/636 for the upper sides and C335 Medium Sea Grey BSC 381C/637 for the lower, while LP-19 Gun Metal was employed for the leading edges.

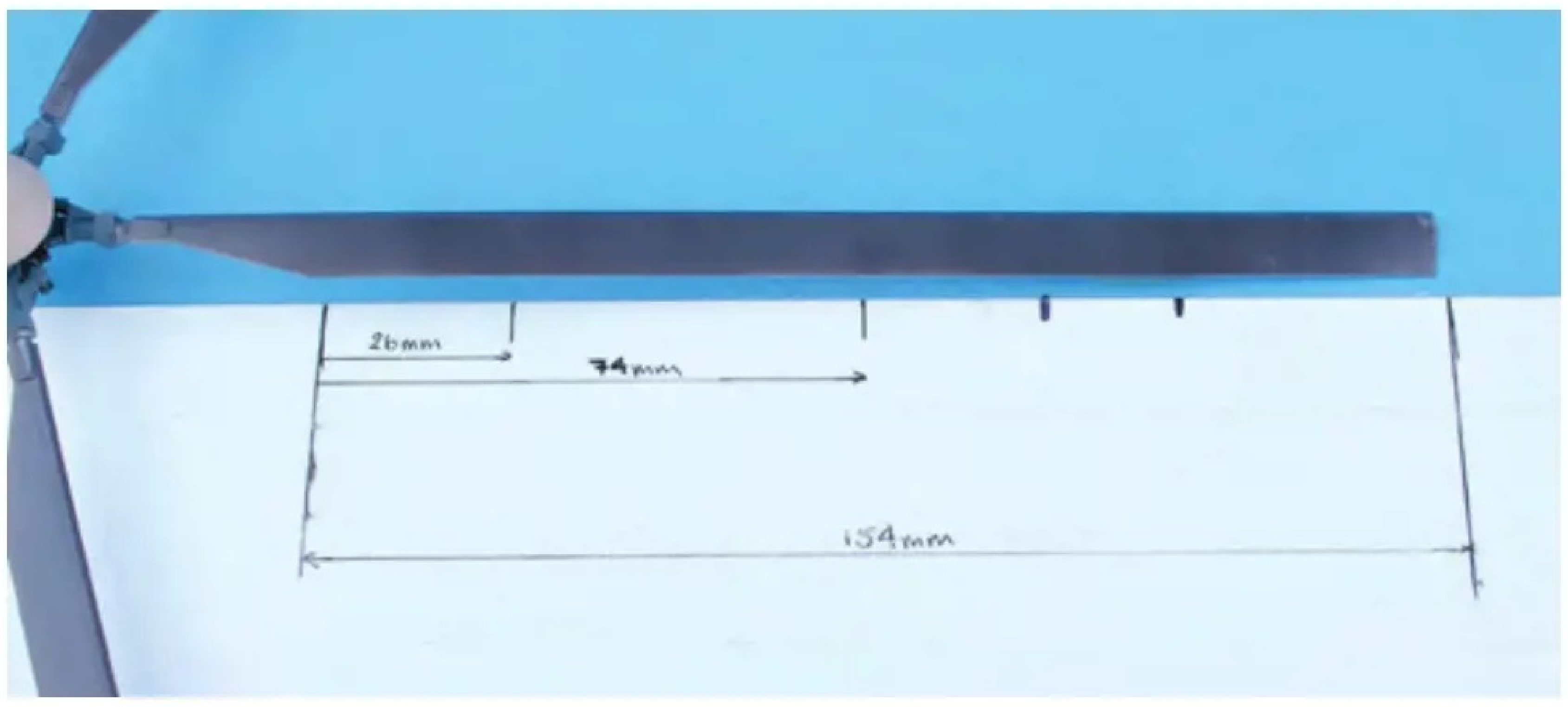
Rotary excellence

It's hard not to reach for the bag of superlatives when summarising this kit; almost everything fitted neatly first time, and those one or two elements that didn't, took just a small amount of manipulating (without adhesive) before they seated correctly. This is the second Airfix quarter-scale Sea King I've built and once again, it was a delight. There are one or two tweaks that will be added later, such as a cargo hook (one is currently on order but hadn't arrived as this article went to press) and – once suitable references have been unearthed – an attempt at the underside staining. Those minor points aside, the 1/48 Sea King HC.4 takes a well-deserved bow as another magnificent offering from Airfix, and a subject that's likely to be immensely popular.

▲ Gloss varnish provided a smooth surface for the decals. While most settled without issue, the underside stripes need careful cutting to fit around the cargo cable attachments. Similarly, the fuselage stripes are sized for just the airframe – and not with the strake attached (as I discovered). The large engine panels require assistance from decal solutions before they will conform to the surface.



▲ There aren't many photos of ZA312 that give a clear view of areas such as the underside, but one common theme is the extensive exhaust staining. Consequently, a Raw Umber/Burnt Umber mix was used for the rivets and panel lines, while a heavily diluted blend of XF-64 Red Brown and XF-69 NATO Black was airbrushed to represent exhaust soot.



◀ The markings template created for the original Sea King build (see *AMW154* September 2023) was again pressed into service. Dimensions from the tip and 'break' are shown here should you wish to make your own.

▶ Airfix suggest Parts H11 are just the airframe colour, but as these are lamps, they were sprayed with LP-48 Sparkling Silver before being masked and airbrushed as per the airframe. The tape was removed and these areas received X-26 Clear Orange.

Molch ashore

Sometimes, a simple project can take on a life of its own, as **Anders Isaksson** discovered with ICM's 1/72 Molch midget submarine

Here is one of those projects that just sort of grew. After finishing a rather involved build of Eduard's 1/4 F4F-4 Wildcat with folded wings (see *Hangar 'Cat*, *AMW160*, Mar 24), I was looking for a simpler build.

With this in mind, ICM's recent 1/72 Molch midget submarine seemed a good choice. With its hull featuring simple shapes and few details, I felt it could be a rather quick project from start to finish. Sure, the actual submarine built easily, but it was my decision to extend the project to include a diorama that allowed events to get somewhat out of hand.

On opening the box, there isn't much to see – no wonder, considering the kit's small size – comprising just a single grey runner, plus an additional frame for the clear parts. A small decal sheet and a set of instructions (with just 13 assembly steps) completes the package. Three different paint schemes are given, with two options for wartime vessels, while the third is for a contemporary museum exhibit.

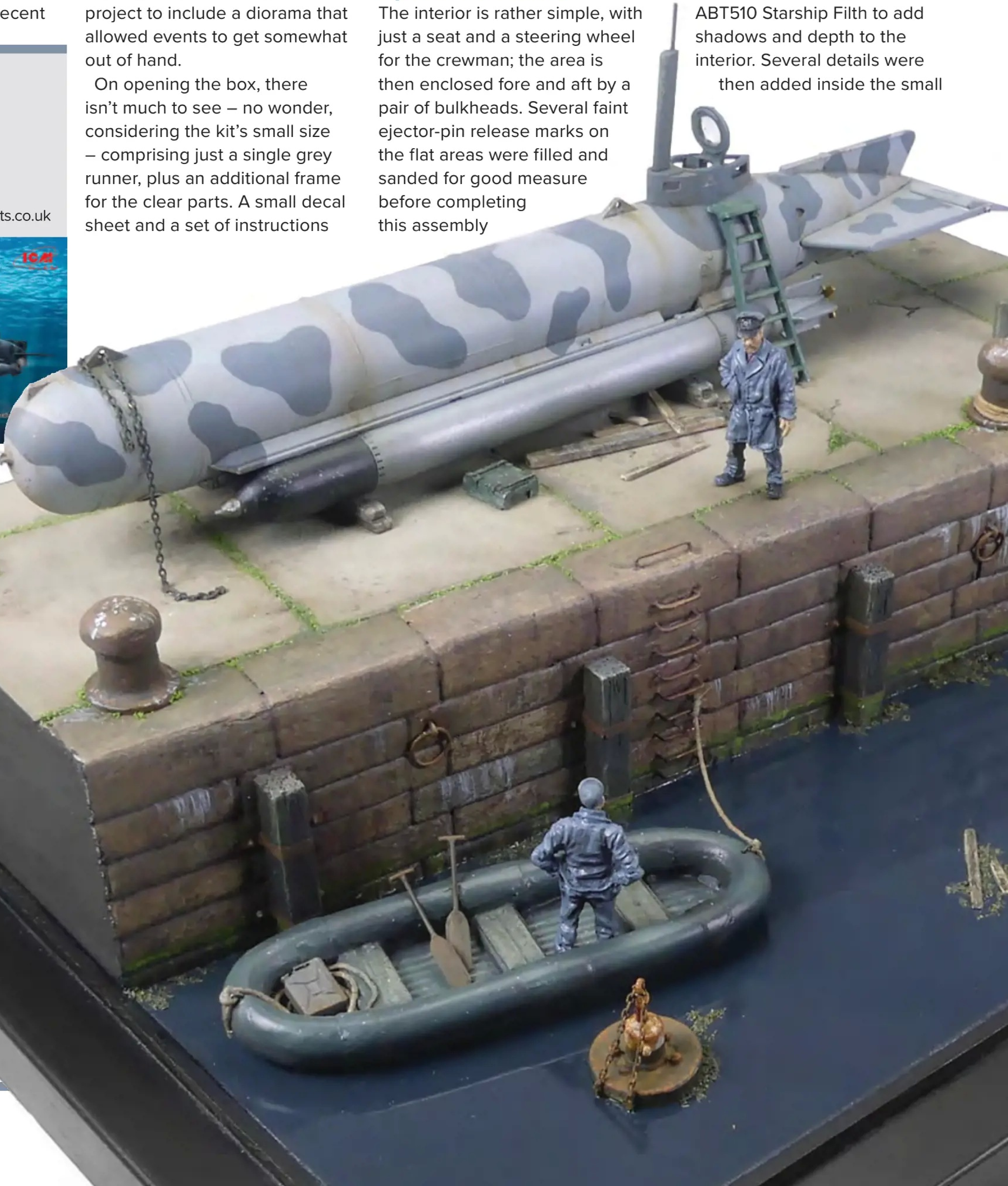
Spartan innards

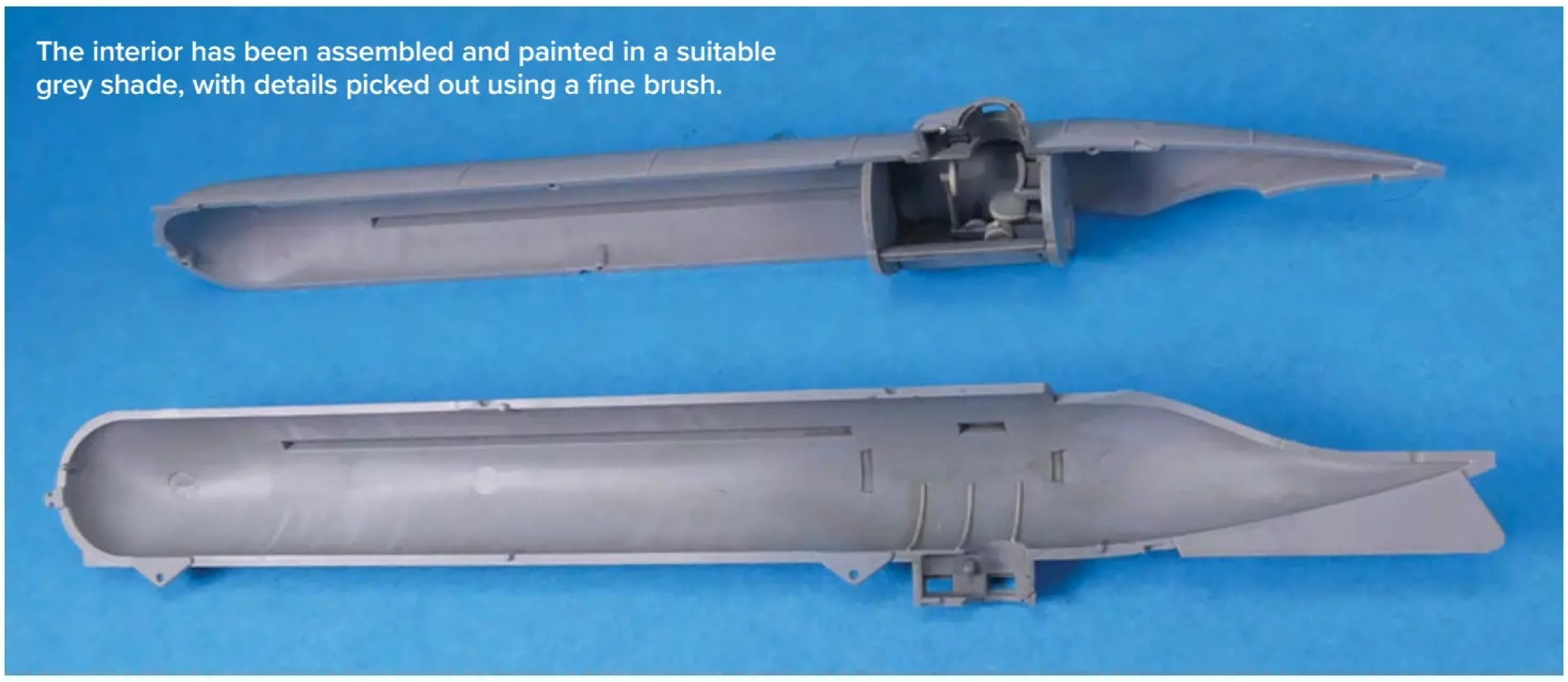
The interior is rather simple, with just a seat and a steering wheel for the crewman; the area is then enclosed fore and aft by a pair of bulkheads. Several faint ejector-pin release marks on the flat areas were filled and sanded for good measure before completing this assembly and priming everything with Mr. Paint's MRP-LPG Grey. When everything was dry, it was realised this shade of grey worked well for the kit's described colour, so painting continued by applying a wash of diluted Abteilung502's ABT510 Starship Filth to add shadows and depth to the interior. Several details were then added inside the small

MODEL SPEC

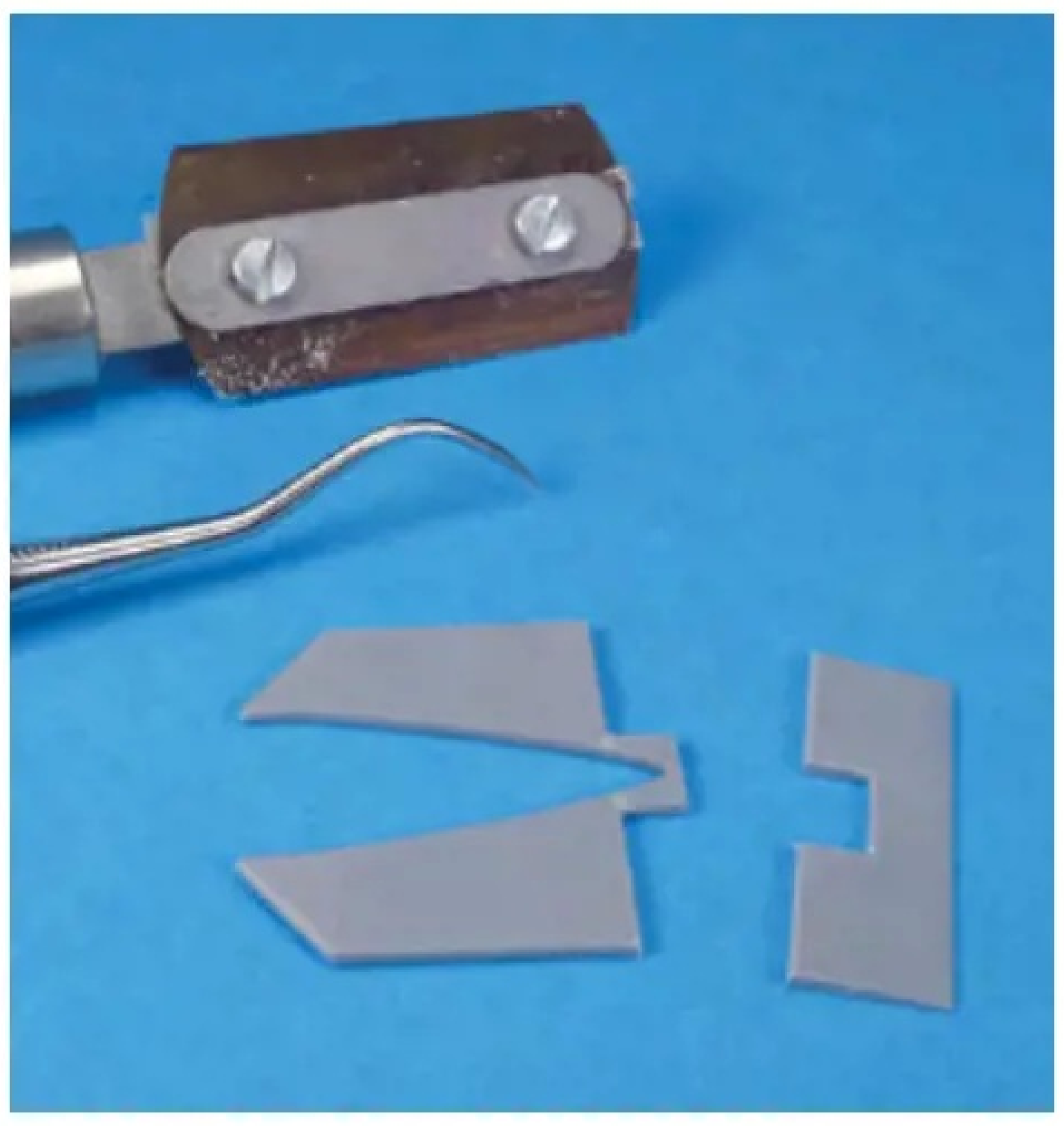
U-Boat Type 'Molch'
By: ICM
Stock Code: S019
Scale: 1/72
Price: £17.80
Available from: www.hannants.co.uk

MODEL KIT № S019
U-Boat Type 'Molch'
WWII German Midget Submarine
ICM
NEW MOLDS
1:72 SCALE

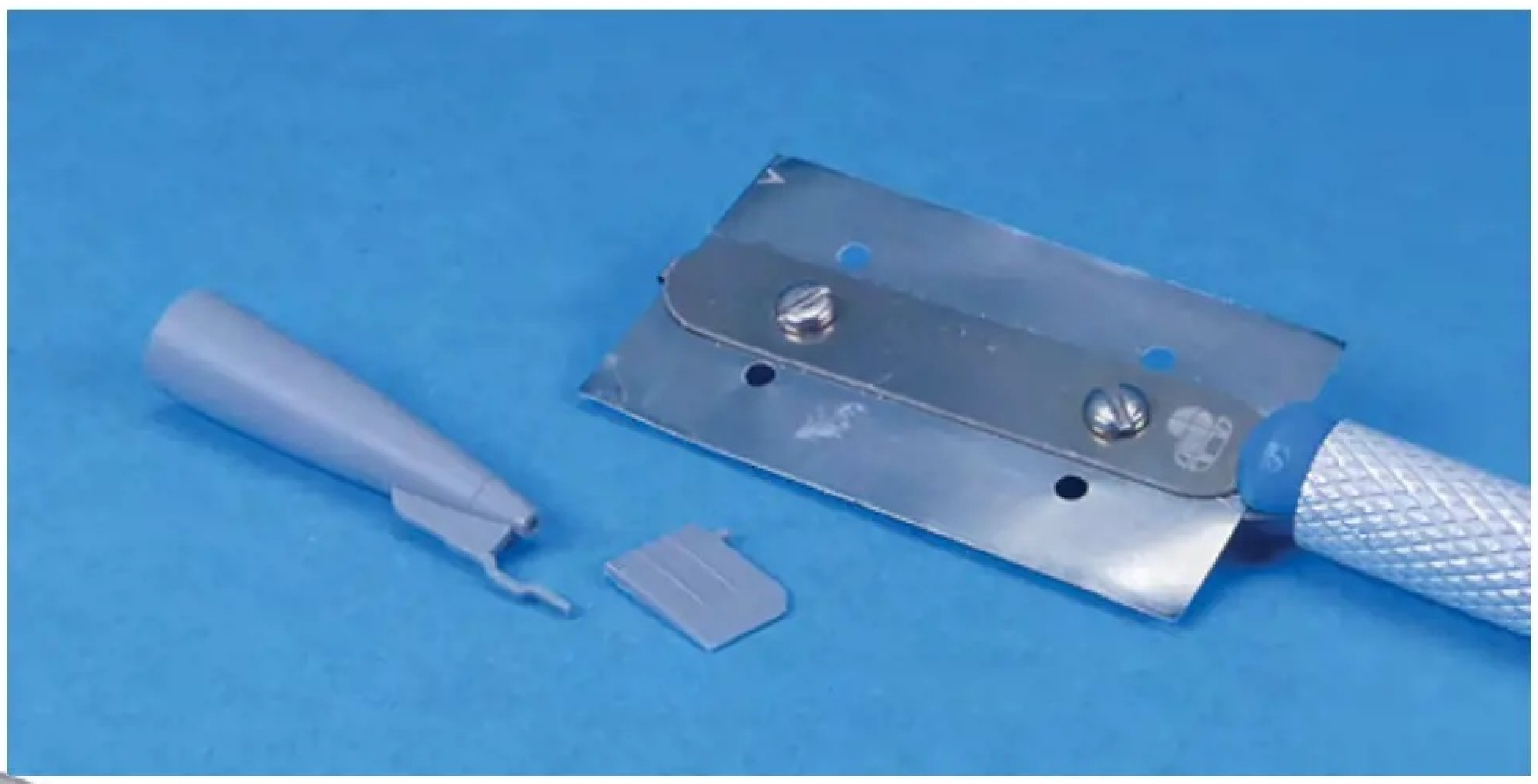




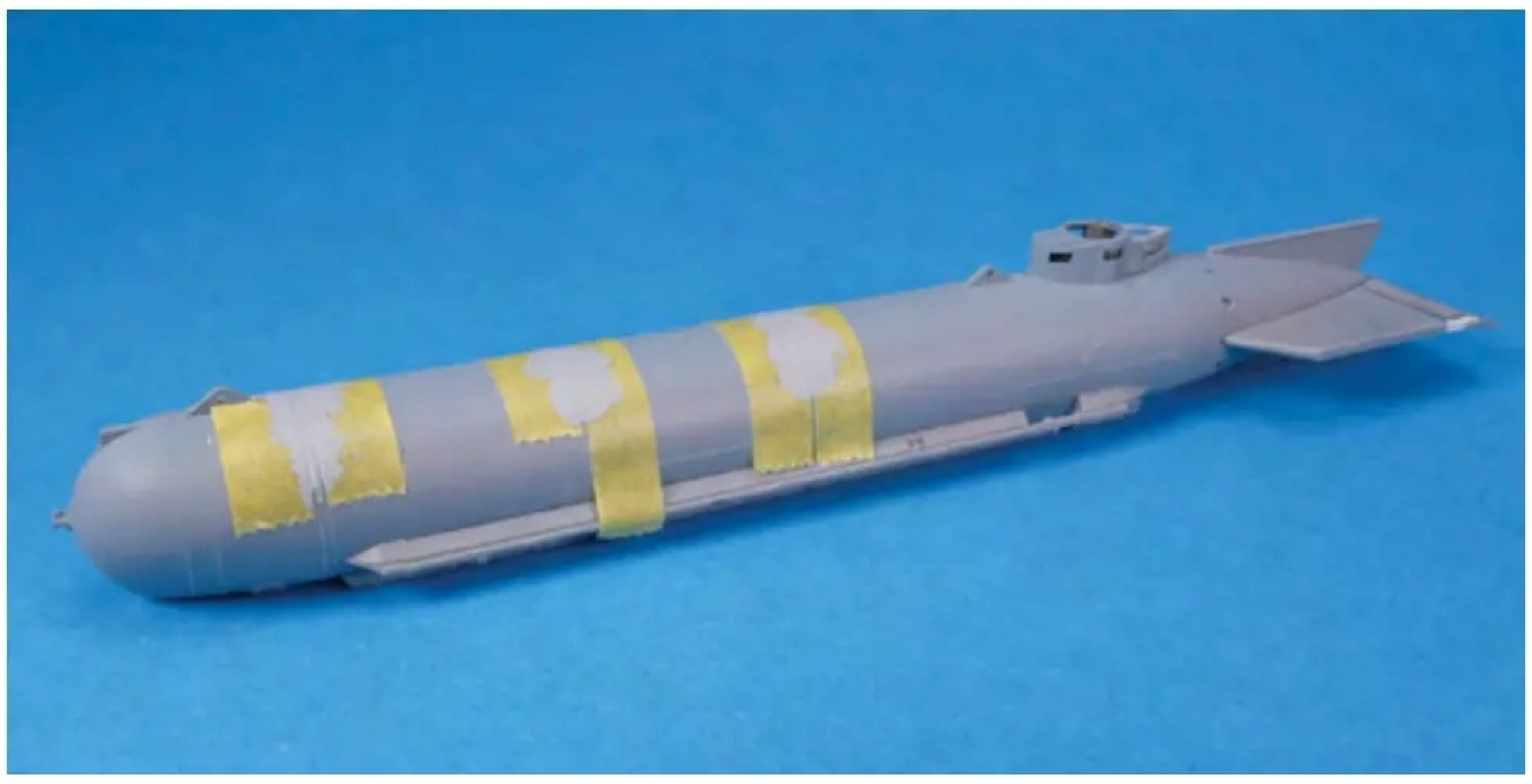
The interior has been assembled and painted in a suitable grey shade, with details picked out using a fine brush.



▲ A similar approach was adopted with the large depth rudder, it being removed via a combination of scriber and saw.



▲ The rudder was separated carefully from its support with a fine-toothed saw, enabling it to be posed at an angle.



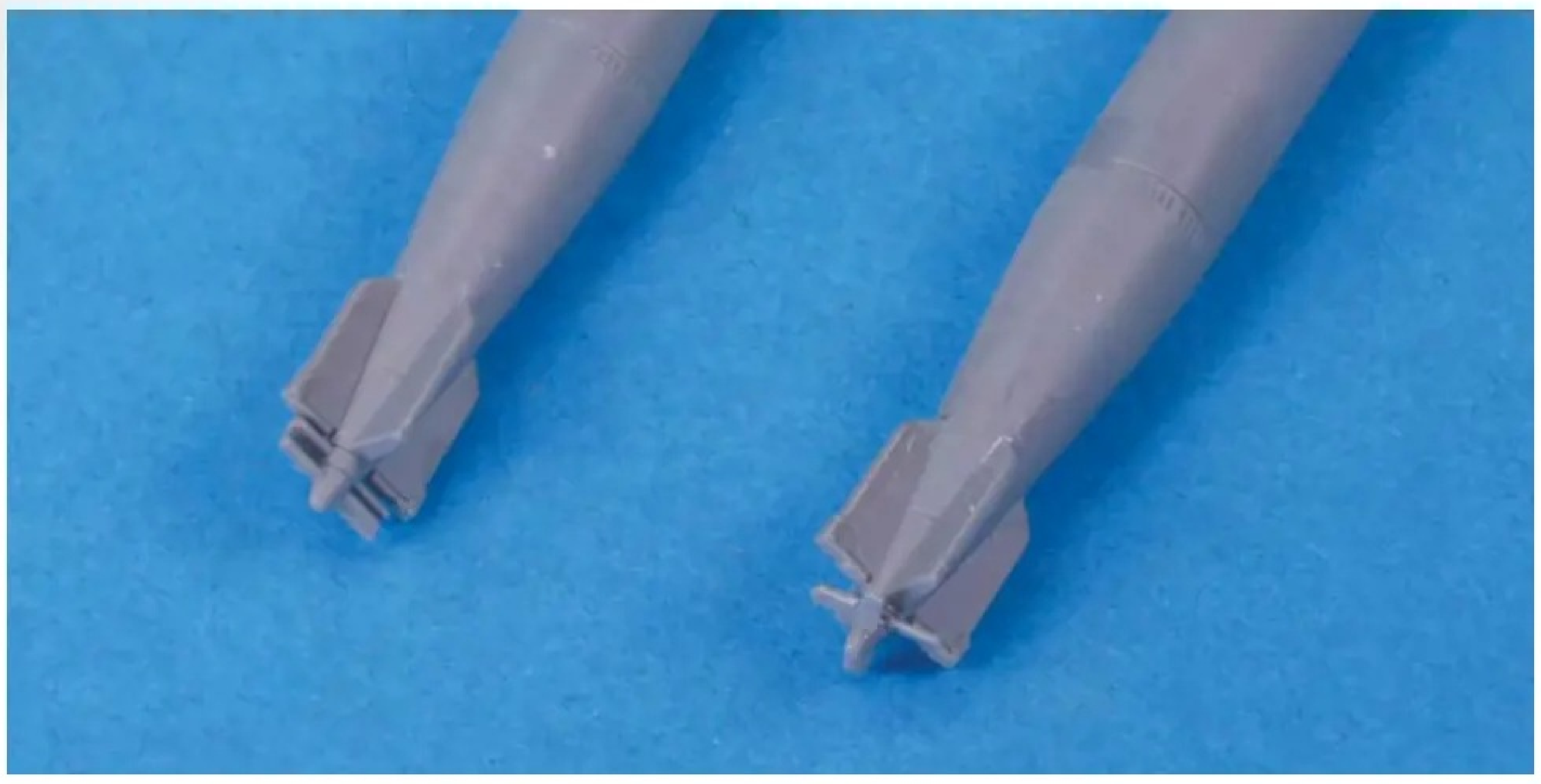
▲ After sanding the longitudinal hull seam, the raised weld beads were restored with putty and masking tape.

conning tower and hand painted according to the instructions. The periscope (part A18) was cut into two sections to allow the exterior part to be installed later, avoiding the risk of it being broken during handling. There would be another (self-induced) problem with part A18 later…

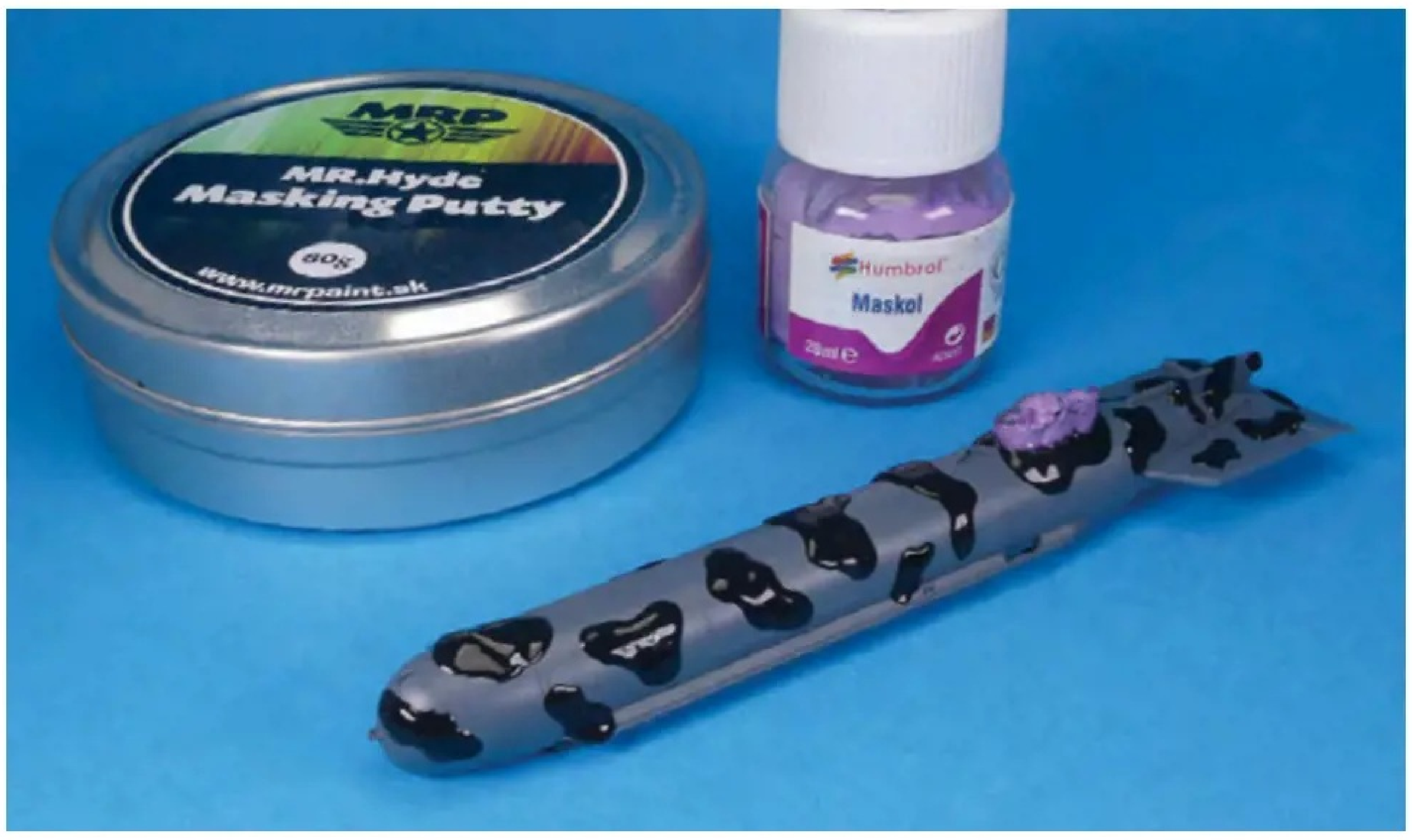
Another approach that made construction easier was to omit the clear parts for the conning-tower's small windows, thus avoiding the need to mask each before painting. This does make it trickier to install the clear parts later, but a simple solution was to use Kristal Klear as a final build step. A piece of sponge was then pushed inside the conning tower to act as a mask for the interior, in preparation for the exterior painting.

Closing the hull halves and eliminating the resulting seam was completed without issue. Fears of the 'ghost seam' phenomenon arising proved unfounded, with just minor filling and sanding of any small gaps that remained. With the hull assembled, attention turned to the aft section and the rudders. I could not resist modifying the position of the steering and depth vanes, cutting and repositioning them at a slight angle to create visual interest. The depth rudder assembly also received extra bolt detail, working from several online photos of the real vessel.

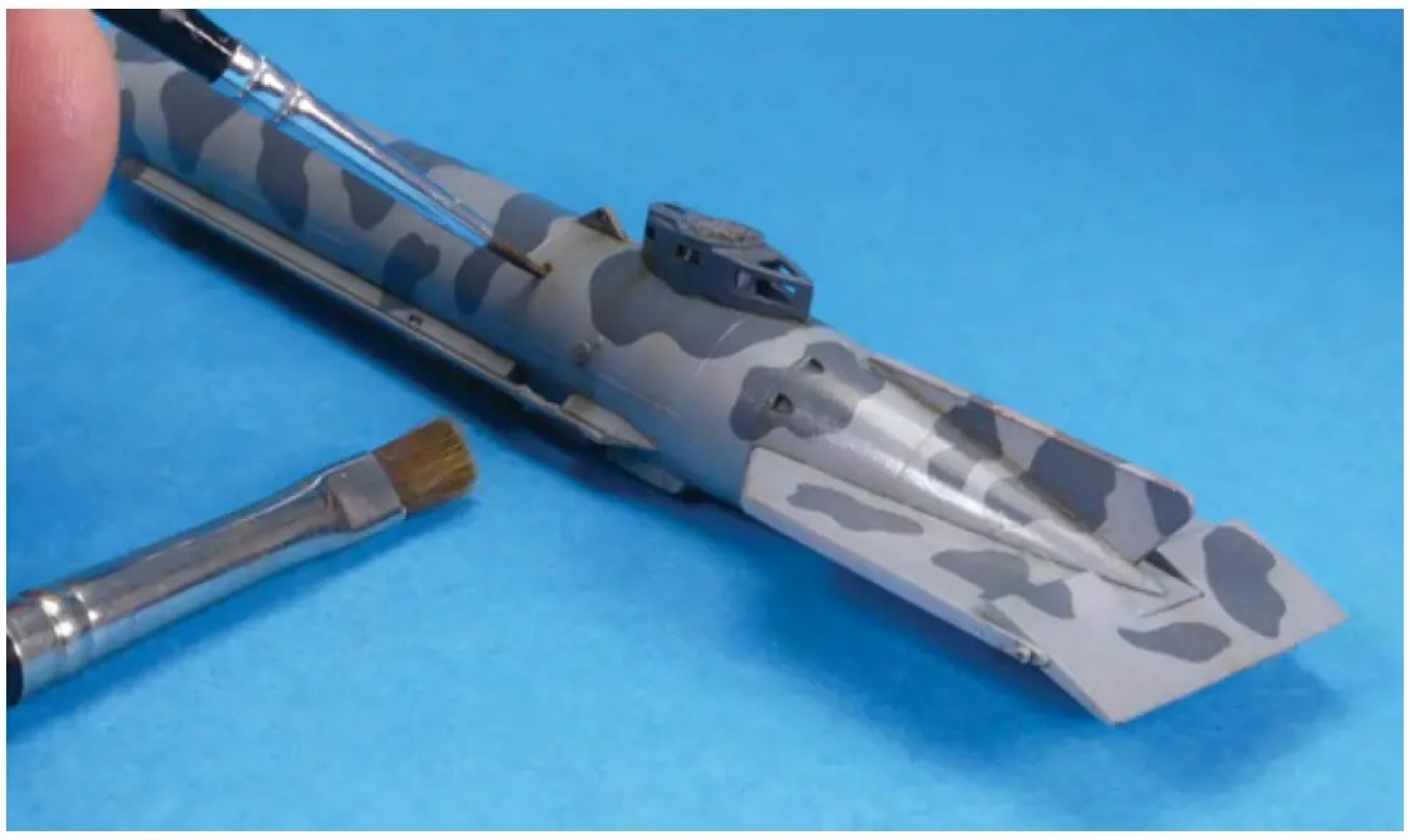
Focus then shifted to the torpedoes. Unsurprisingly, each is split vertically along its length, yet no seam problems were encountered. It must be said that the four integrally moulded fins are arguably too thick, but I didn't feel up to the task of fabricating replacements. Just one small



▶ Out of the box, ICM's torpedo propellers have the same arrangement (left), so it was decided to carefully remove them and reposition them for a more realistic appearance (right).

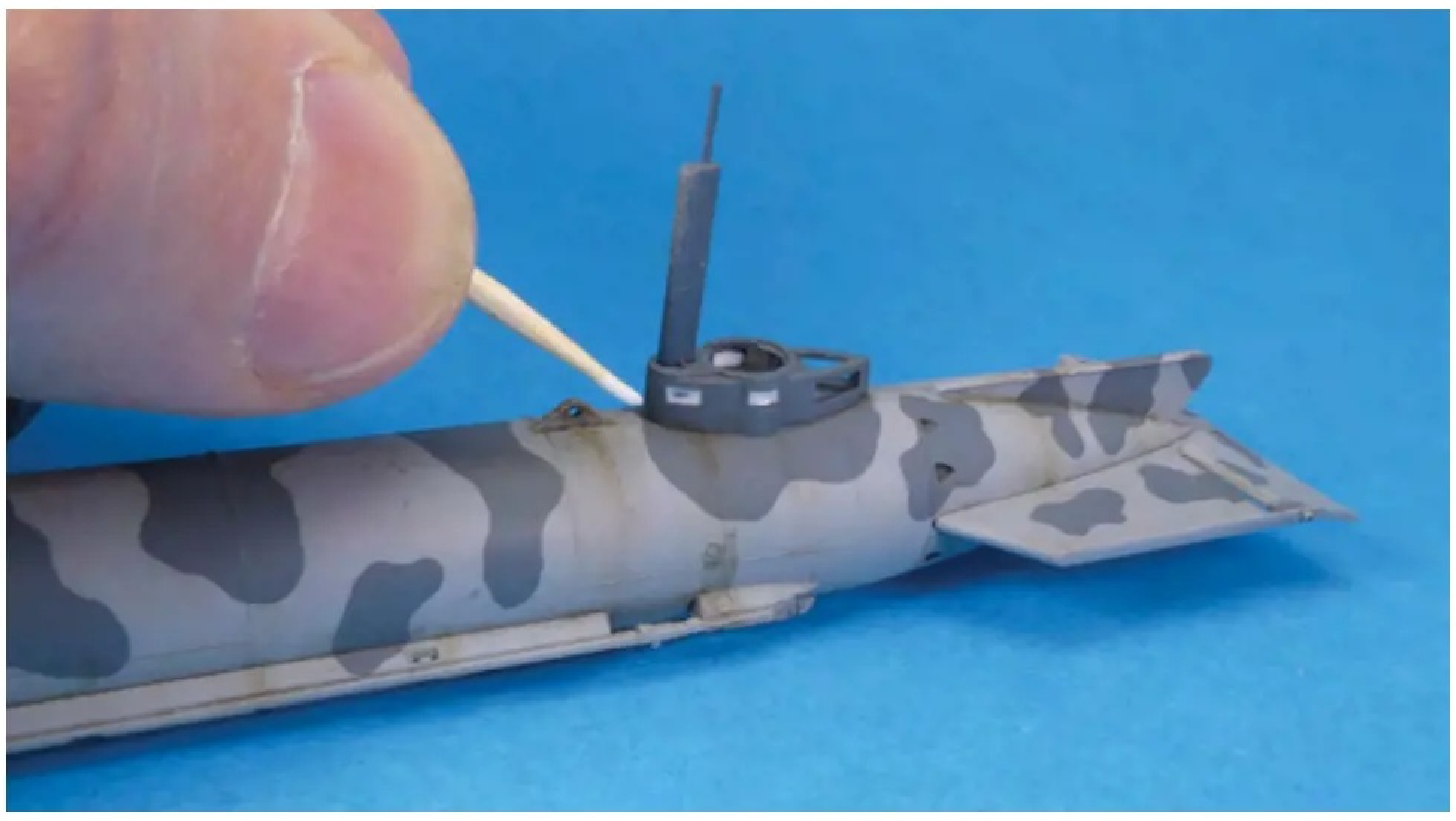


▲ After an MRP-LPG primer, the model was airbrushed with MRP-114 Extra Dark Sea Grey. MRP Masking Putty then set the camouflage, being flexible and easy to shape, after which MRP-245 Light Sea Grey was sprayed in light coats.



▲ After everything was dry, the masks were lifted carefully to reveal the finished camouflage, before rust streaks were applied using a selection of oil colours, applied with a fine brush and then softened with a wide brush.

▲ Part A18 (presumably the schnorkel) was unfortunately lost during the build, so was replaced with an identical part, built from scratch.



▲ The small windows were filled with Kristal Klear, eliminating the need to use the kit transparencies.

modification was made to the torpedoes, as the two propellers are moulded together with the main body. It was a rather easy task to carefully remove them, before repositioning each at a different angle for greater realism. At the same time, the blades of each propeller were thinned for a better scale appearance.

Maritime livery

ICM offers paint schemes and decals for four different vessels. One is a present-day museum exhibit, another was assigned to a training unit during World War Two, while the remaining two each portray a Molch in service with unit 'K', stationed on the North Sea coast during 1945, and I opted for one of these.

My references on colours of German naval vessels are rather thin, but after an overall coat of MRP-LPG primer, I airbrushed the entire model with MRP-114 Extra Dark Sea Grey. Small sections of the same firm's Mr. Masking Putty were shaped to form the spots and the hull was sprayed with the same light grey primer. The putty was then removed to expose the camouflage.

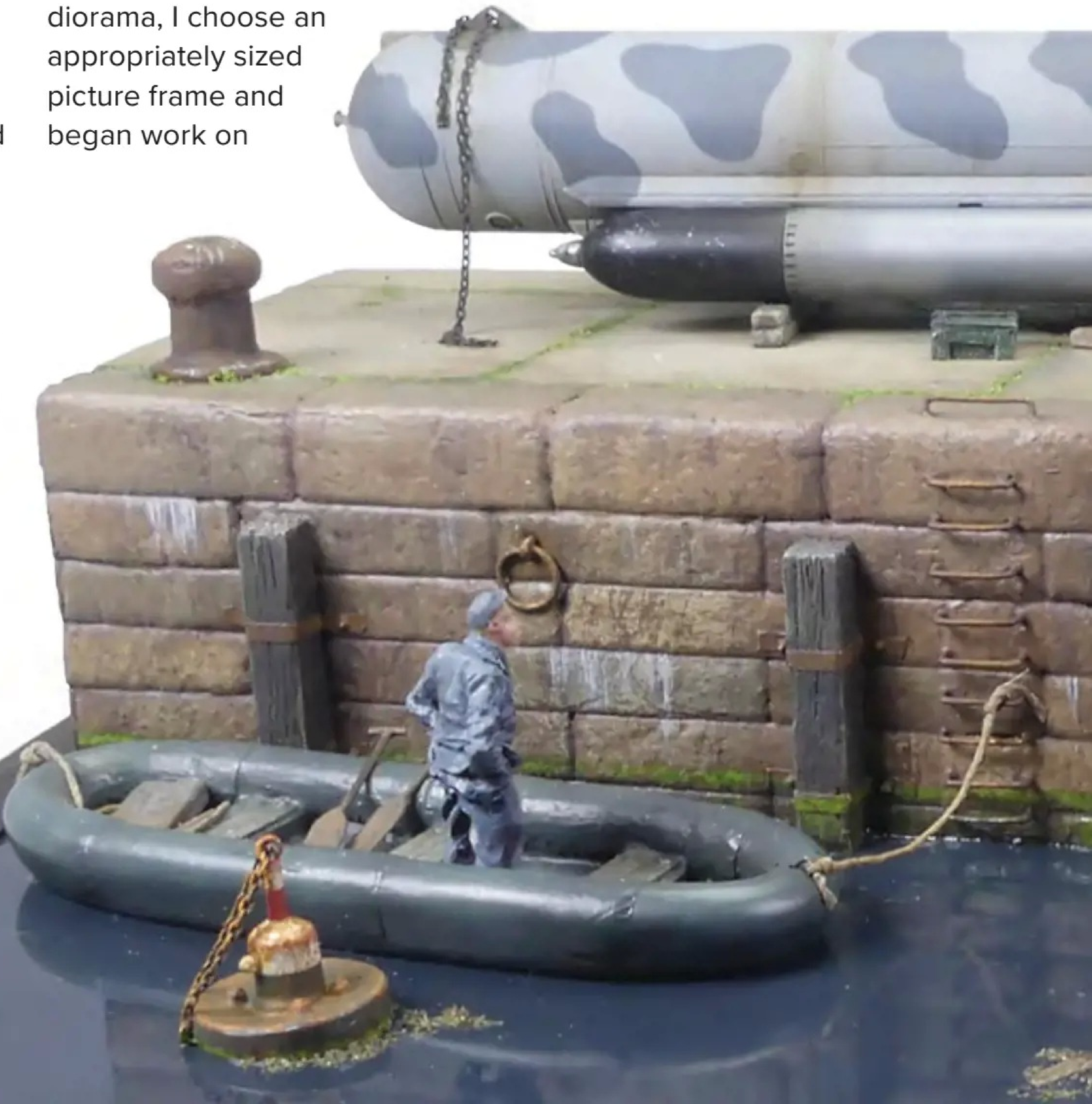
The torpedoes were painted overall MRP-146 Dark Aluminium to represent the look of oily steel, as suggested by the instructions. The main body was then masked and the front section of each torpedo received MRP-005 Black.

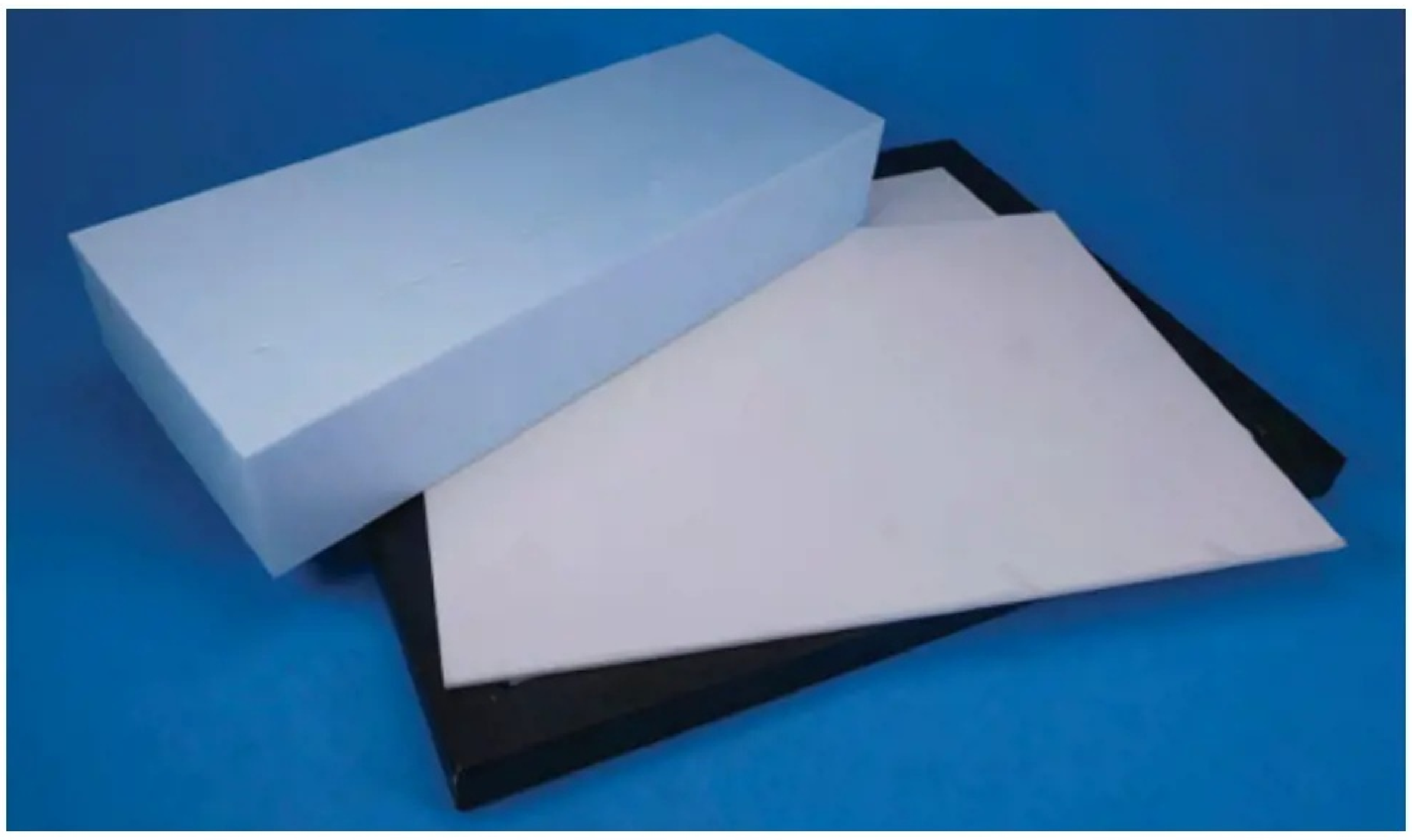
Not much to say here, but I believe weathering of any sea-going vessel involves rust to a greater or lesser degree, so that is where I went at this stage. First, I gave the model an overall thin wash of Raw Umber oil paint. More oil was then applied to create vertical streaks of rust around the hull. Furthermore, a little paint chipping was created using a small piece of sponge and a suitable shade of grey mixed from AK Interactive's 3Gen acrylics. This effect was concentrated around the two large lifting rings located on the top of the hull and the submarine's nose.

Making a scene

Knowing that the finished submarine would look better if incorporated in a diorama, I choose an appropriately sized picture frame and began work on a harbour section. The water's surface is made from a sheet of plain of styrene cut to size for the frame.

The embankment comprises a

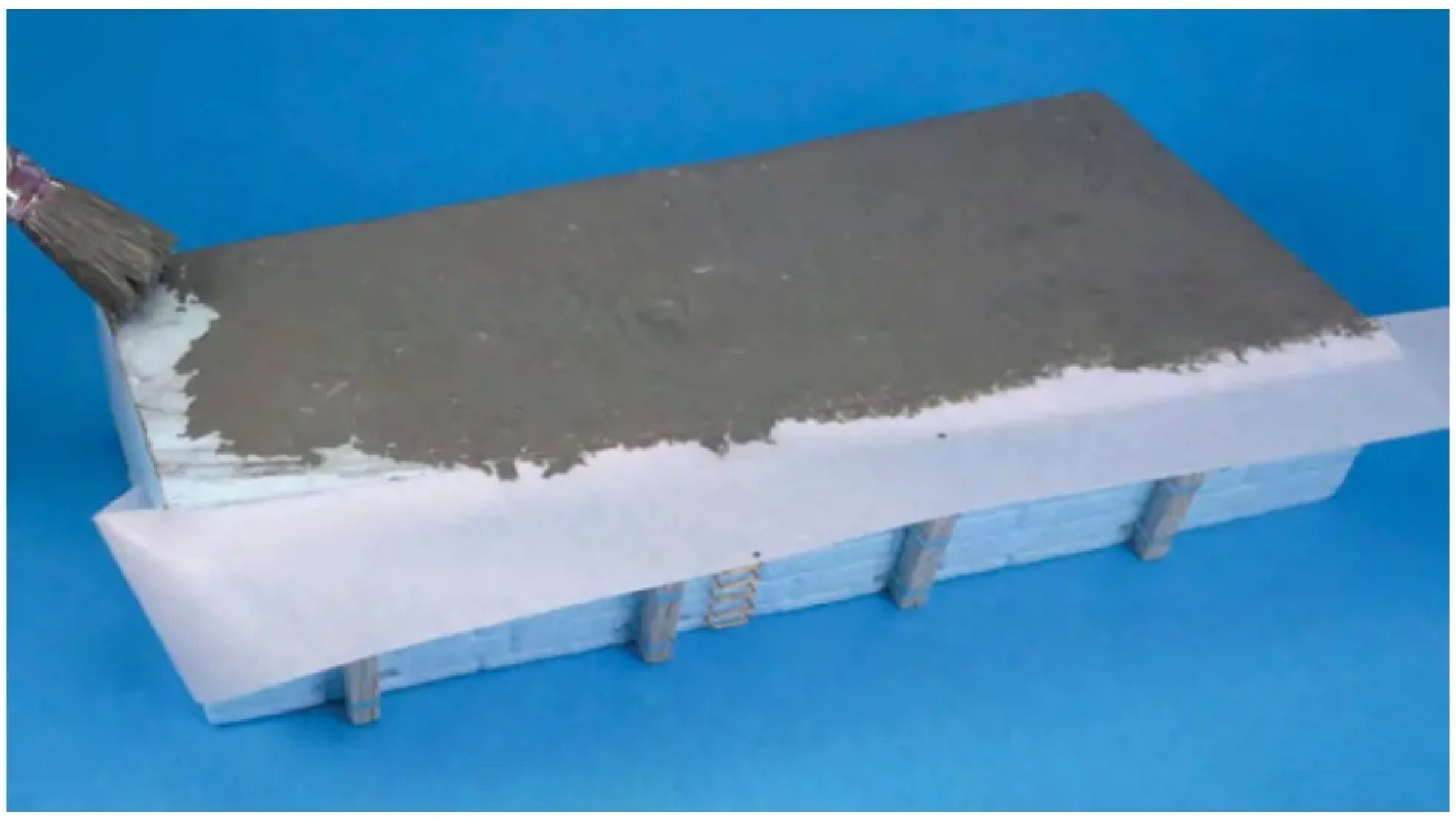




▲ Components used to form the base comprised an old picture frame, a section of plain sheet styrene for the water and a piece of XPS Styrofoam to form the embankment.

▲ After creating a block stonework effect using various sculpting tools, an irregular surface was achieved by rolling a ball of aluminium foil across the vertical surfaces.

▲ Pillars were made from balsa wood, detailed with aluminium tape and Grandt Line rivets. The ladder steps were fashioned from brass wire.



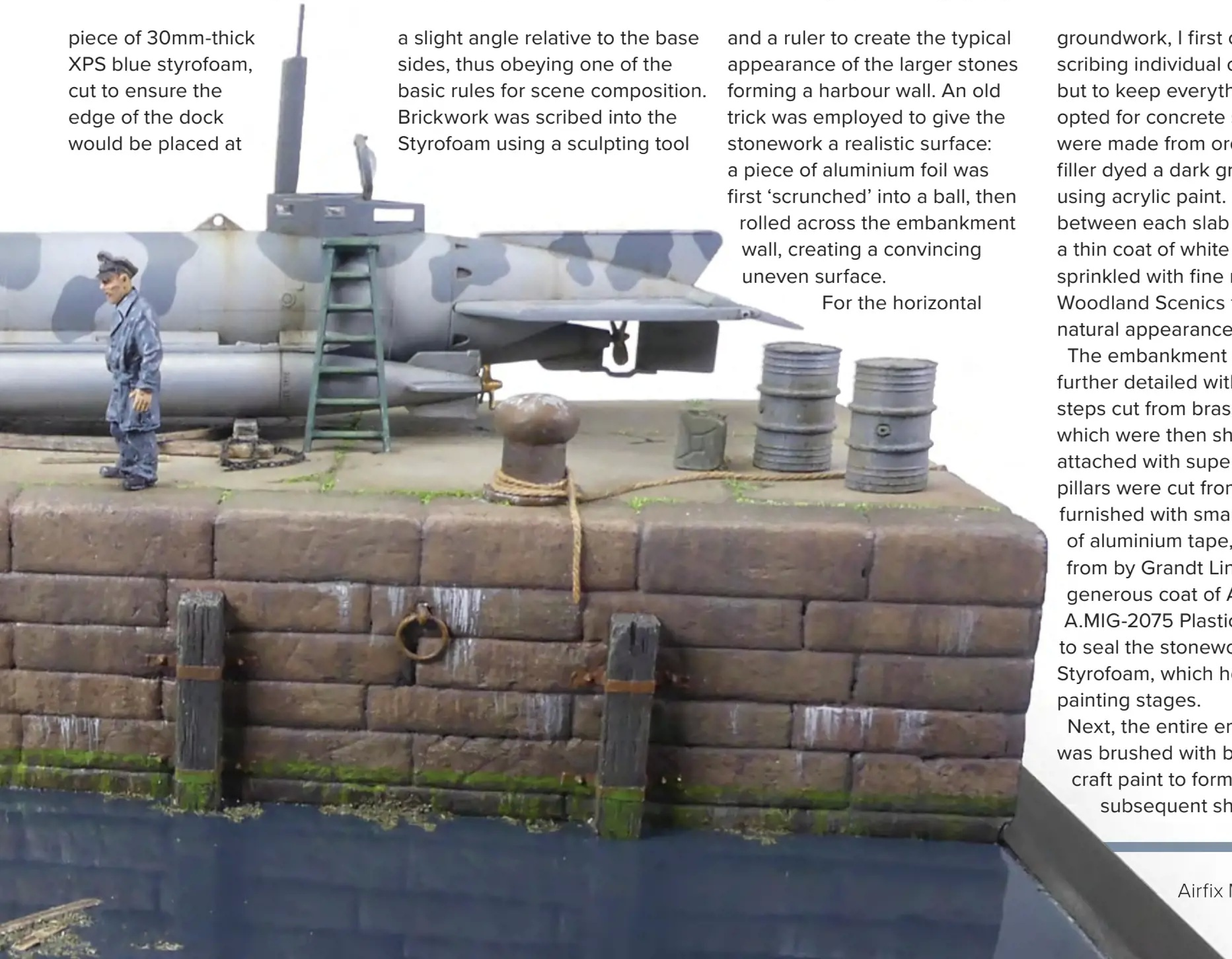
▲ The top surface was made to look like concrete slabs by applying a coat of wood filler dyed with dark grey acrylics.

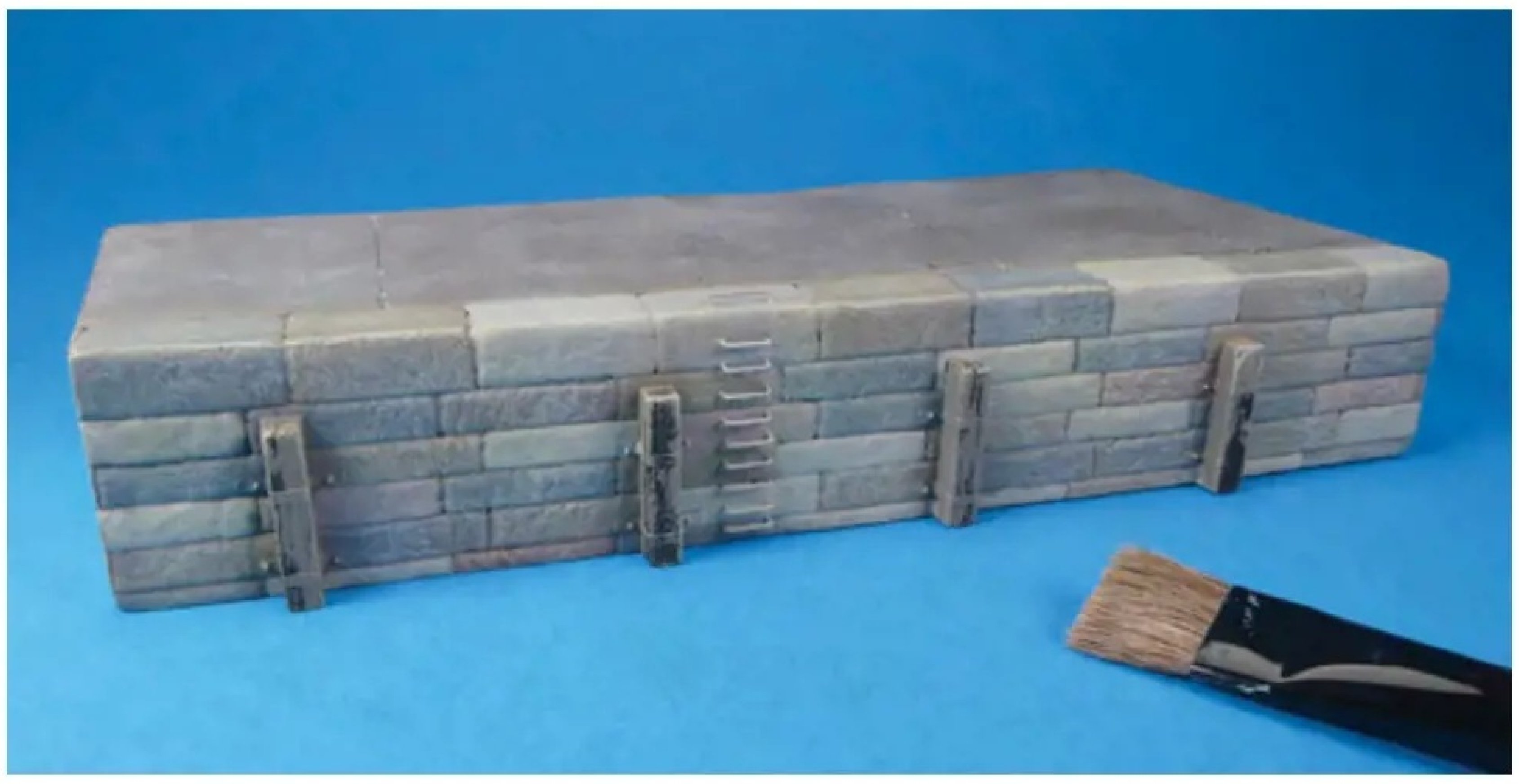
piece of 30mm-thick XPS blue styrofoam, cut to ensure the edge of the dock would be placed at a slight angle relative to the base sides, thus obeying one of the basic rules for scene composition. Brickwork was scribed into the Styrofoam using a sculpting tool and a ruler to create the typical appearance of the larger stones forming a harbour wall. An old trick was employed to give the stonework a realistic surface: a piece of aluminium foil was first 'scrunched' into a ball, then rolled across the embankment wall, creating a convincing uneven surface.

For the horizontal groundwork, I first considered scribing individual cobblestones, but to keep everything simple I opted for concrete slabs, which were made from ordinary wall filler dyed a dark grey shade using acrylic paint. Finally, gaps between each slab received a thin coat of white glue and sprinkled with fine moss from Woodland Scenics for a more natural appearance.

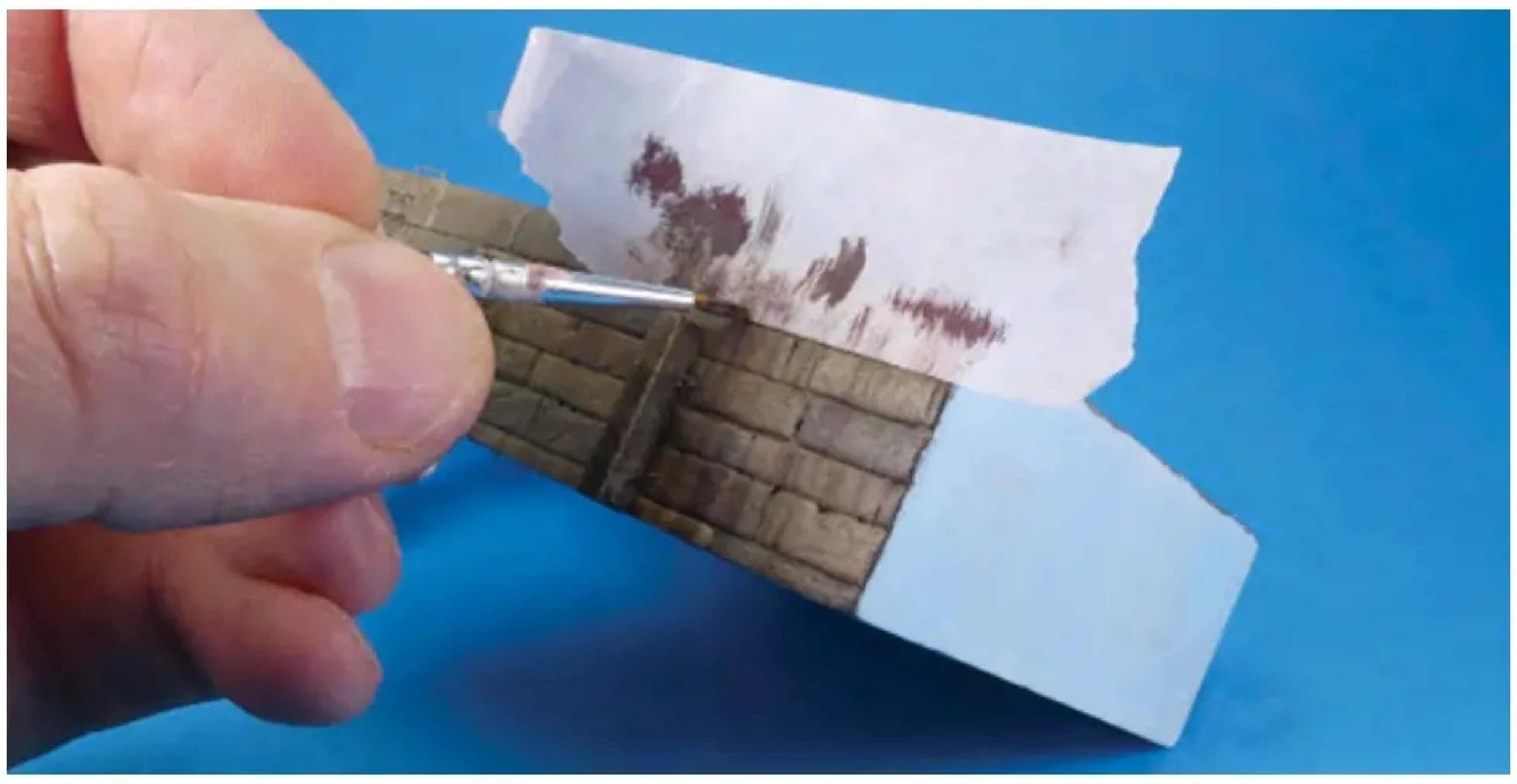
The embankment wall was further detailed with individual steps cut from brass wire, which were then shaped and attached with superglue. Wooden pillars were cut from balsa and furnished with small sections of aluminium tape, plus bolts from by Grandt Line. I brushed a generous coat of AMMO-MIG's A.MIG-2075 Plasticator Thin to seal the stonework and bare Styrofoam, which helps with the painting stages.

Next, the entire embankment was brushed with black acrylic craft paint to form a base for subsequent shades.





▲ After black primer, the stonework received various mixes of AK Interactive 3Gen grey acrylics. More shades were blended and then painted on individual stones to make a random pattern, followed by dry-brushing.



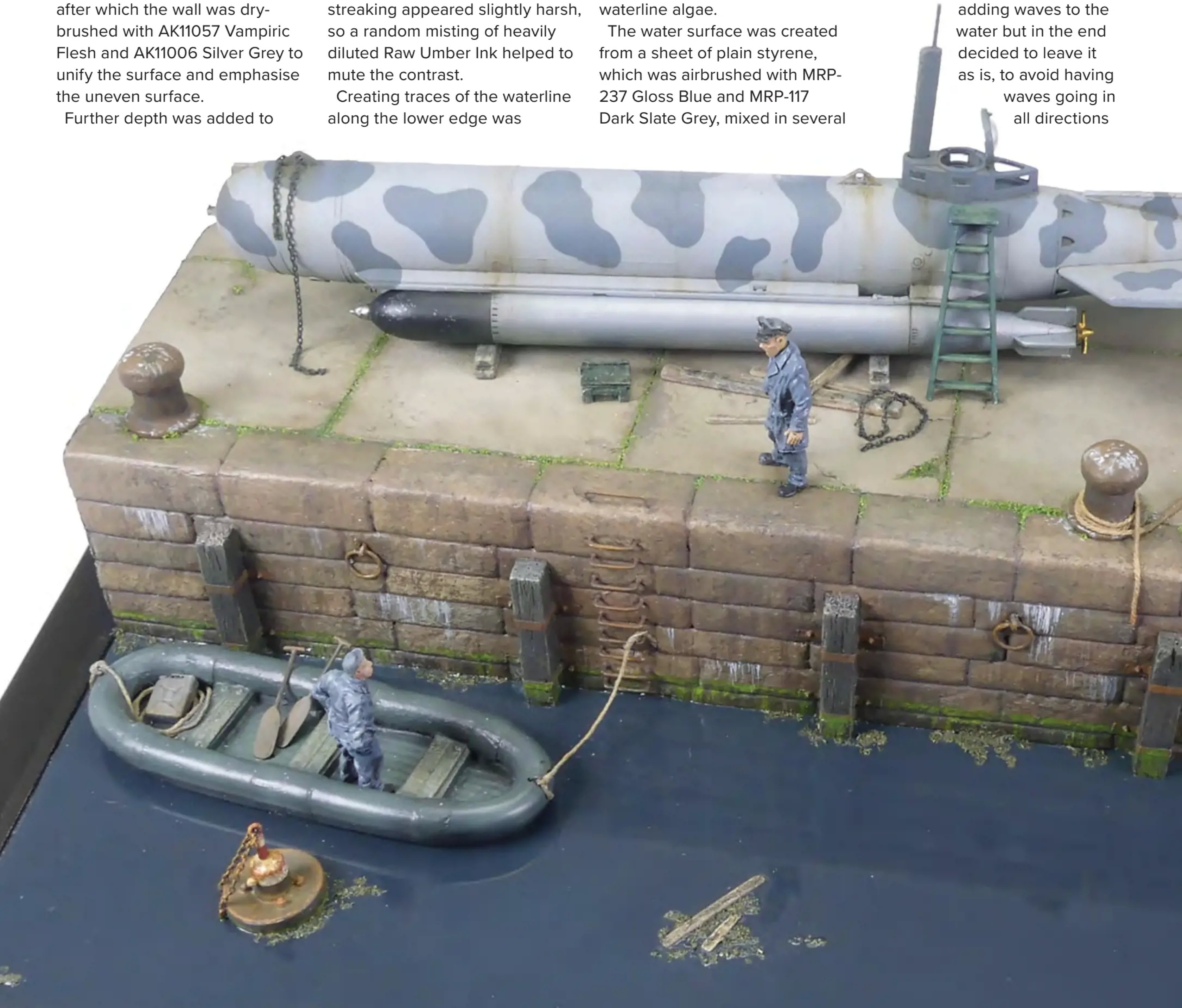
▲ Finally, a dark wash was applied over the entire stonework to add further depth. Weathering effects started with a series of vertical streaks using dark brown acrylic, to mimic effects seen on real stone walls.

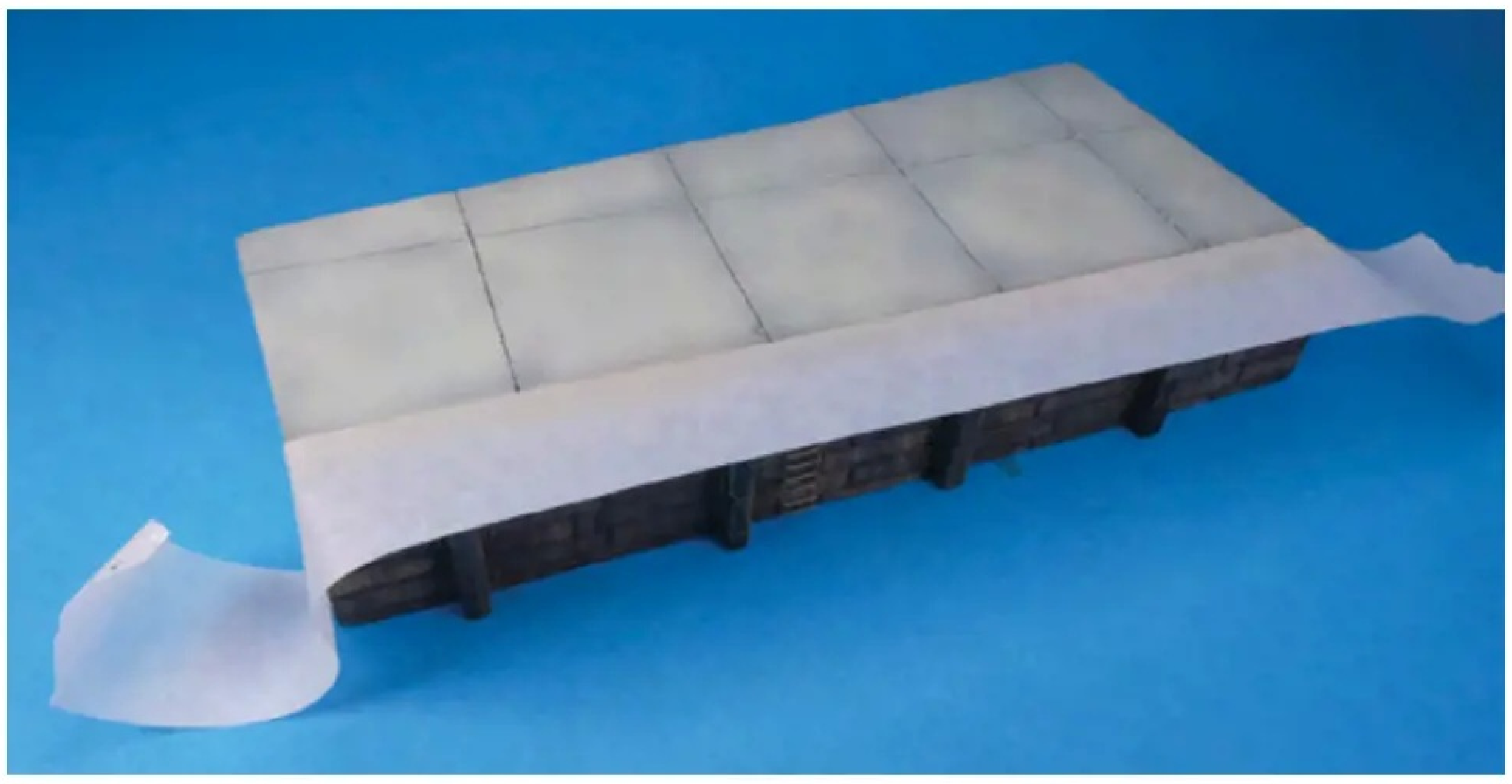
This was followed with AK Interactive's AK11351 Wood Base, which was mixed with a little AK11837 RLM 81. Individual stones were then treated with AK11007 Rock Grey, AK11019 Graphite and AK11106 Silver Grey, after which the wall was dry-brushed with AK11057 Vampiric Flesh and AK11006 Silver Grey to unify the surface and emphasise the uneven surface.

Further depth was added to the stonework with a liberal wash of AK11229 Raw Umber Ink, which was applied in a series of vertical streaks from the top of each stone to simulate the discoloration often seen on such structures. At this stage, the streaking appeared slightly harsh, so a random misting of heavily diluted Raw Umber Ink helped to mute the contrast.

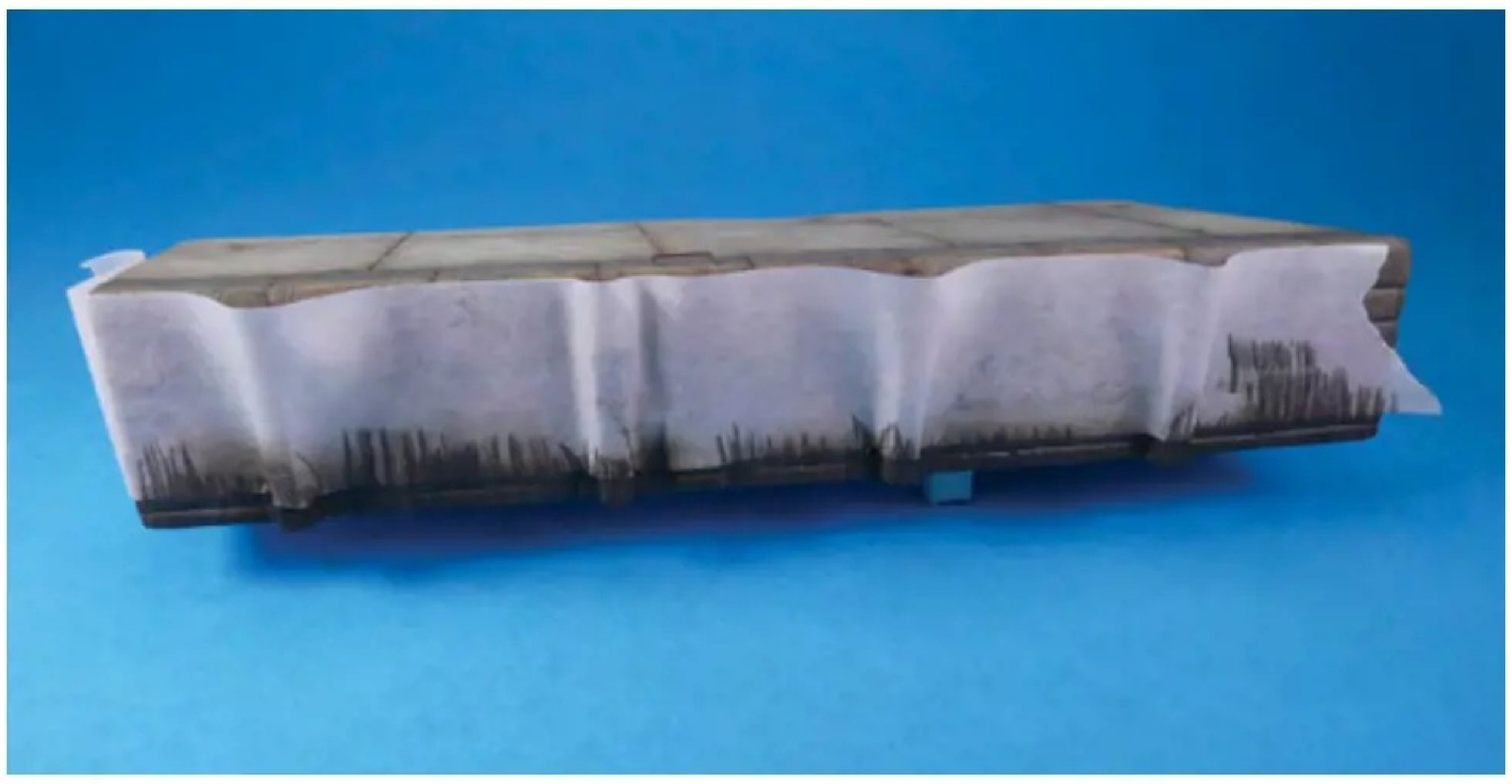
Creating traces of the waterline along the lower edge was achieved by masking several millimetres at the base, just above where it meets the water. Vertical streaks were then added, plus diluted Raw Umber was misted along the boundary... while brush-painted acrylic simulated waterline algae.

The water surface was created from a sheet of plain styrene, which was airbrushed with MRP-237 Gloss Blue and MRP-117 Dark Slate Grey, mixed in several combinations and applied in random patterns to create murky-looking water. For a suitably 'wet' appearance, the painted surface received a heavy coat of Tamiya TS-13 Gloss Clear straight from the spray can. I considered adding waves to the water but in the end decided to leave it as is, to avoid having waves going in all directions

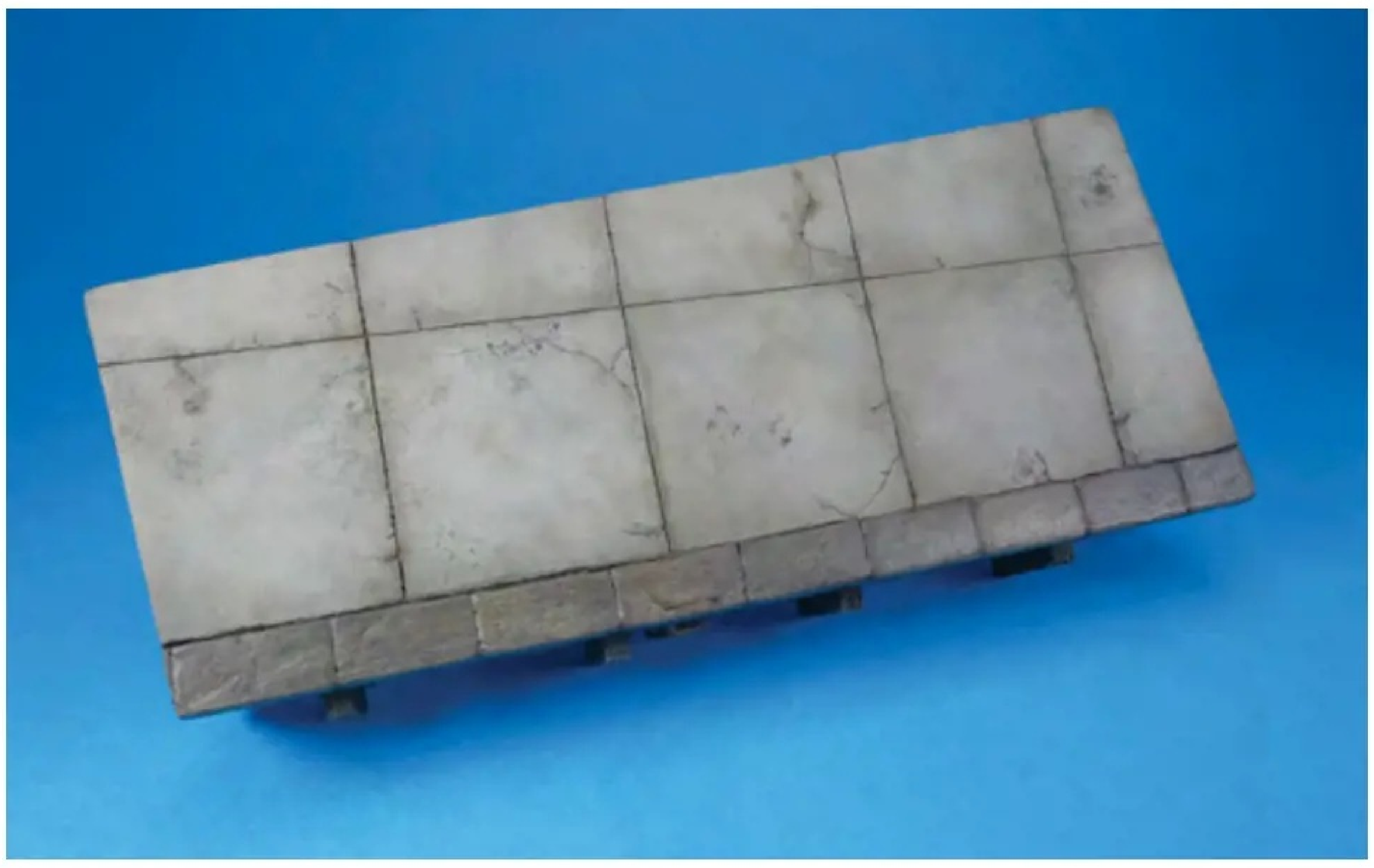




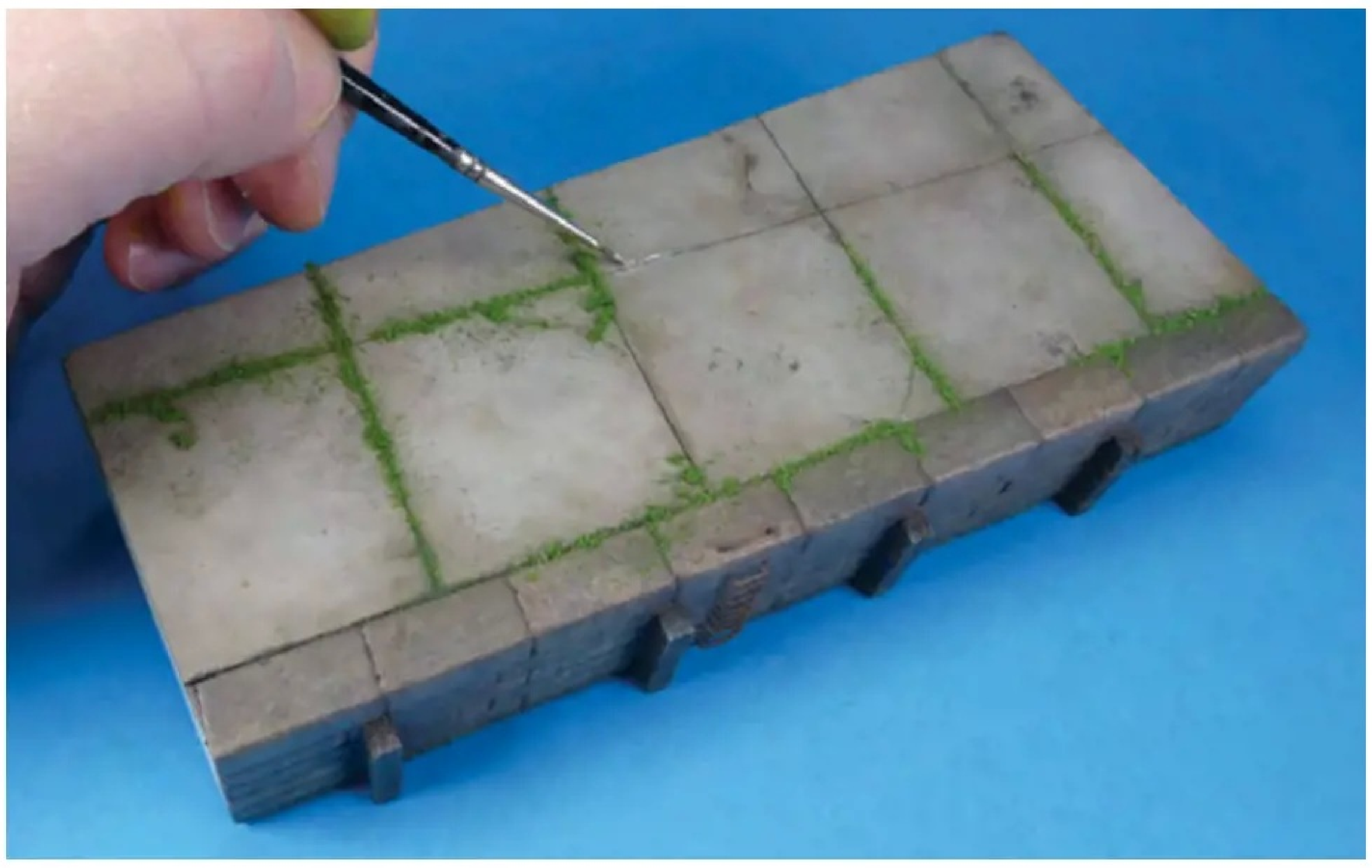
▲ The stones were then masked and the concrete slabs airbrushed with mixes of AK Interactive 3Gen grey acrylics to create a varied tonal finish.



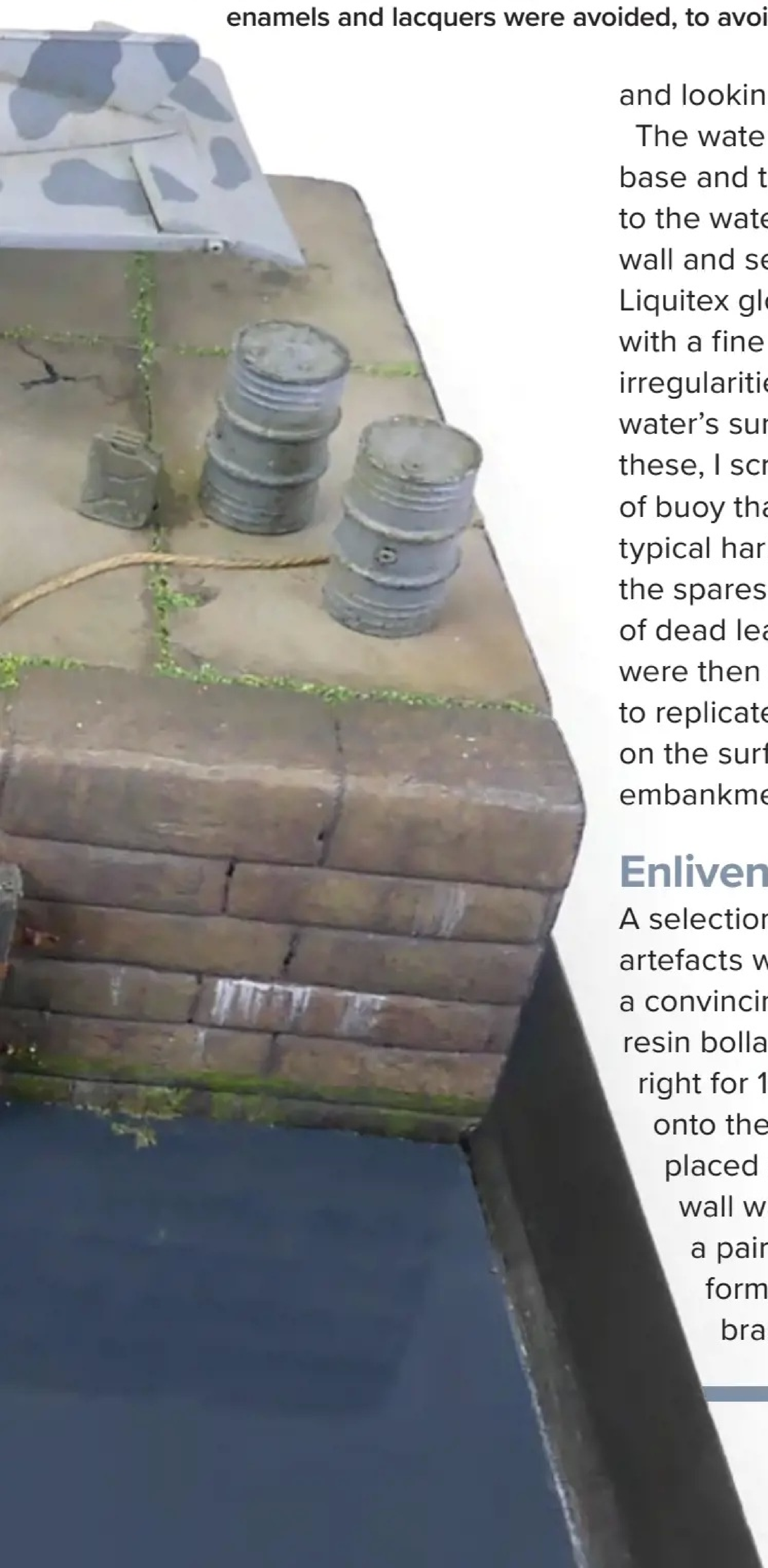
▲ A darker line to simulate traces of the water line was added after masking the stonework and brushing streaks of greens and browns.



▲ The concrete slabs were weathered with various diluted dark colours; oils, enamels and lacquers were avoided, to avoid damaging the styrofoam.



▲ Fine moss from Woodland Scenics was added to the top surfaces in the gaps between the concrete slabs.



and looking like a local storm.

The water was attached to the base and then the embankment to the water; a gap between the wall and sea was sealed using Liquitex gloss varnish, applied with a fine paintbrush. Several irregularities were noted on the water's surface and, to conceal these, I scratch-built the sort of buoy that can be found in a typical harbour, using parts from the spares box. Small amounts of dead leaves, moss and planks were then attached to the water to replicate typical litter floating on the surface and along the embankment wall.

Enlivening accessories

A selection of typical seaside artefacts were needed to achieve a convincing scene. A pair of resin bollards that looked about right for 1/72 found their way onto the embankment, being placed along the edge. The wall was also detailed with a pair of mooring rings, formed from pieces of brass wire.

The U-boat was then prepared for being placed securely on the embankment. A pair of wooden plinths were constructed from individual planks using Northeastern's basswood strips. Holes were drilled in the the torpedoes, then lengths of brass wire were employed to secure the model to each plinth; these in turn were fixed to the base using cocktail sticks, which were

▶

MATERIALS AT A GLANCE

Abteilung502
(www.ak-interactive.com
ABT510 Starship Filth

AK Interactive
(www.ak-interactive.com)
AK11006 Silver Grey
AK11007 Rock Grey
AK11019 Graphite
AK11057 Vampiric Flesh
AK11106 Silver Grey
AK11229 Raw Umber Ink
AK11351 Wood Base
AK11837 RLM 81

AMMO-MIG (www.mig-jimenez.com)
A.MIG-2075 Plasticator Thin

CMK (www.cmkkits.com)
72249 U-boat U-IX Crew Returning from a Cruise

Grandt Line (sanjuandetails.com)
Bolts

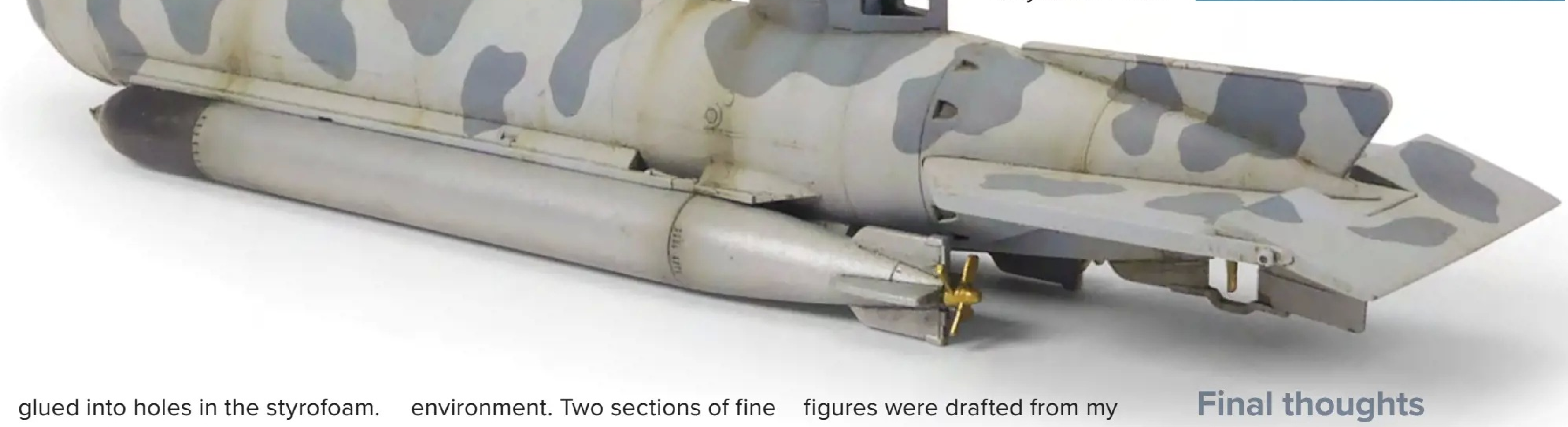
Liquitex (https://uk.liquitex.com/)
Gloss Varnish

Mr. Paint
(www.mrpaint.sk)
MRP-LPG Grey
MRP-005 Black
MRP-114 Extra Dark Sea Grey
MRP-117 Dark Slate Grey
MRP-146 Dark Aluminium
MRP-237 Gloss Blue
Mr. Masking Putty

Northeastern Scale Lumber
(www.northeasternscalelumber.com)
Basswood strip

Tamiya
(www.hobbyco.net)
TS-13 Gloss Clear

Winsor & Newton
(www.winsornewton.com)
Raw Umber



▶ A pair of mooring rings were bent from brass wire and installed on the wall. They were painted in a suitable rusty brown shade.

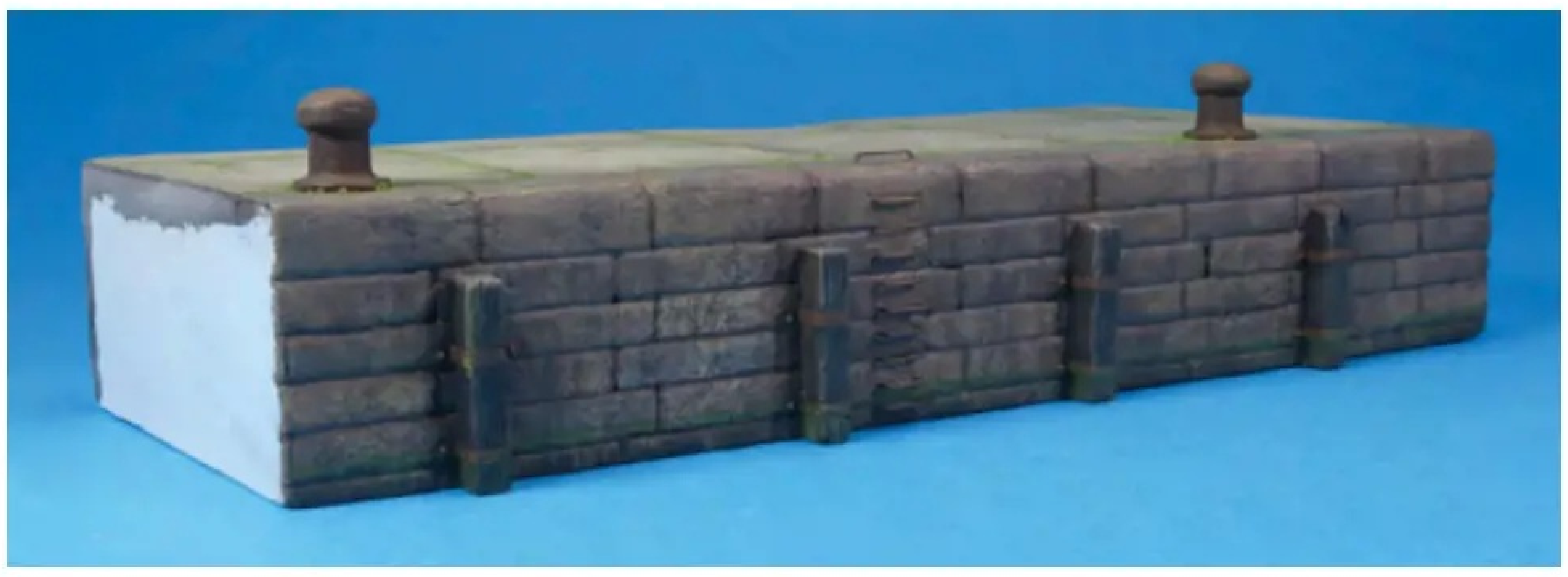
glued into holes in the styrofoam.

A small rubber dinghy of an unknown brand also came into use. Being a rather rough resin casting, it required a degree of effort to clean it and add extra detail. A pair of oil barrels, jerrycans and a wooden box, together with several worn planks, helped to create a more convincing dockside environment. Two sections of fine chain were also added, hanging from one of the U-boat's lifting eyes and lying on the ground to further establish a busy scene. A simple ladder, taken from an HO-scale railway accessories set, was painted and placed against the hull to help 'tie' the midget submarine to the groundwork.

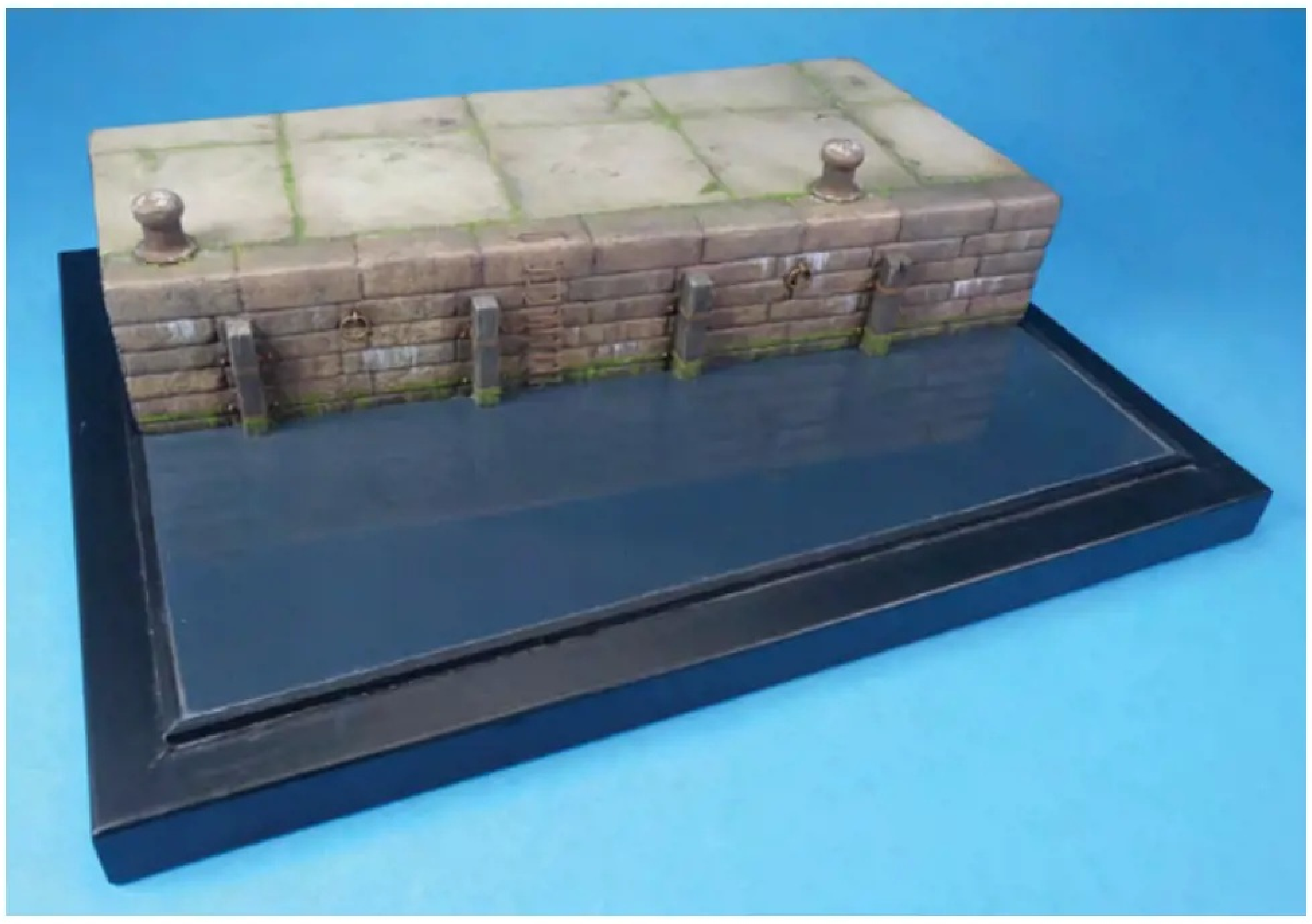
Finally, a pair of naval crew figures were drafted from my spares box to add a human element. Both came from CMK's 72249 U-boat U-IX Crew Returning From a Cruise set, with one of the heads replaced with a spare item. Posing one figure in the dinghy and the other standing on the embankment provided a further visual connection within the diorama.

Final thoughts

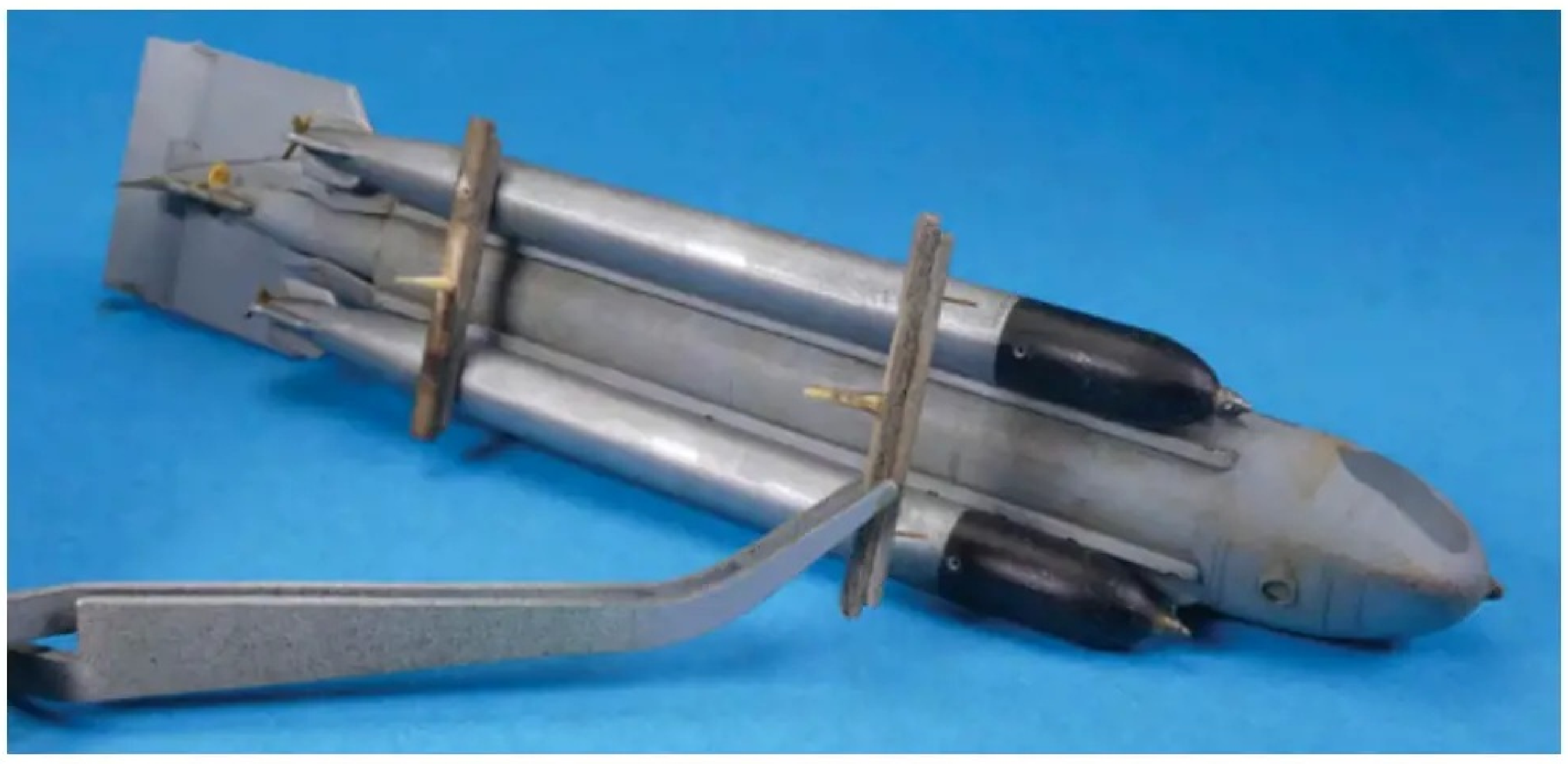
This World War Two project became rather more complex than anticipated when opening the box for ICM's 1/72 Molch. However, it was satisfying to create the necessary embankment and water, so all in all it was well worth the extra time bringing all the disparate elements together.



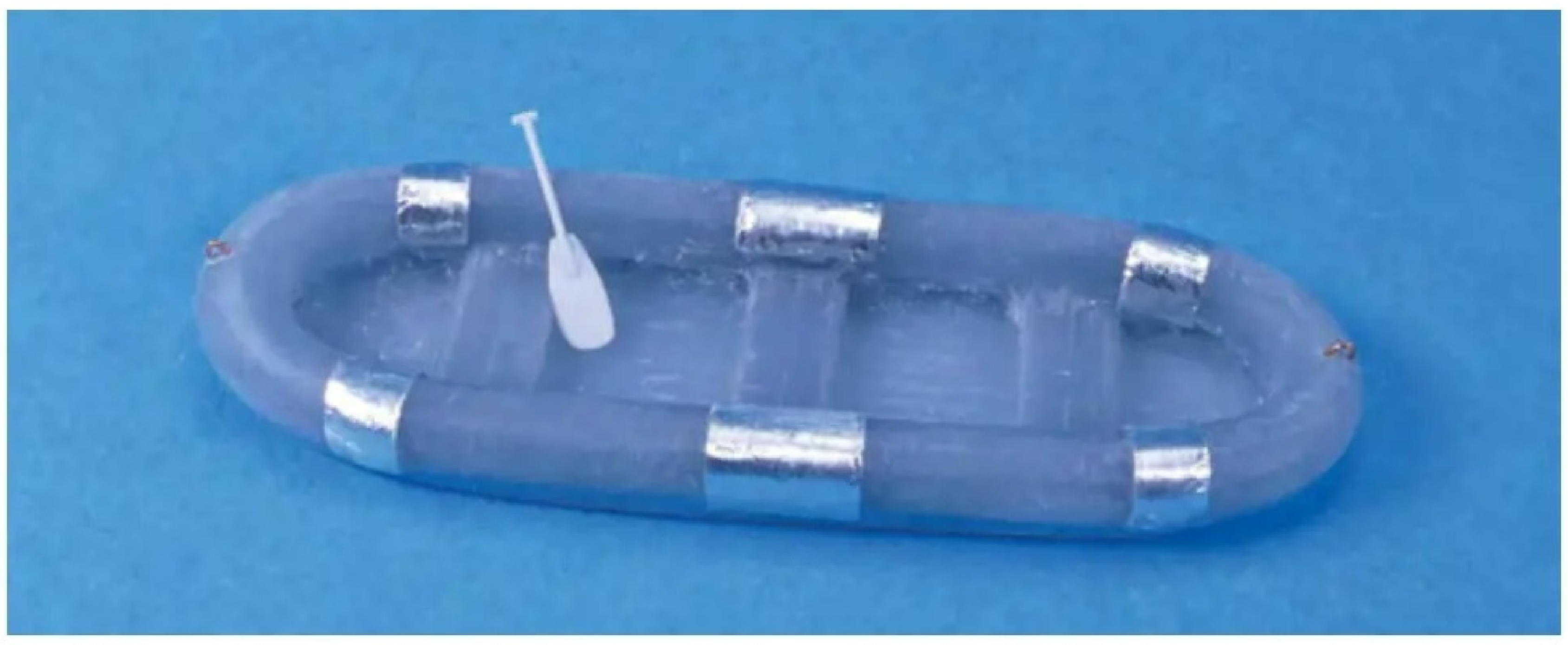
▲ The nearly finished embankment wall with two bollards attached. A few more details have yet to be added.



▲ The water surface was airbrushed with MRP-237 Gloss Blue and MRP-117 Dark Slate Grey for a convincing colour. After a generous gloss coat, the finished embankment wall was attached to the base.



◀ A pair of wooden plinths were constructed from strips of Northeastern basswood, being painted and weathered to look like old timber in preparation for installing the U-boat on the embankment.



▲ The resin dinghy received improved detailing from aluminium tape and brass wire. A pair of oars were scratch-built; the first is shown in place.

▲ The buoy was scratch-built from random parts, while the oil barrels and jerrycans are resin items from my spares box. The resin figures are from CMK.

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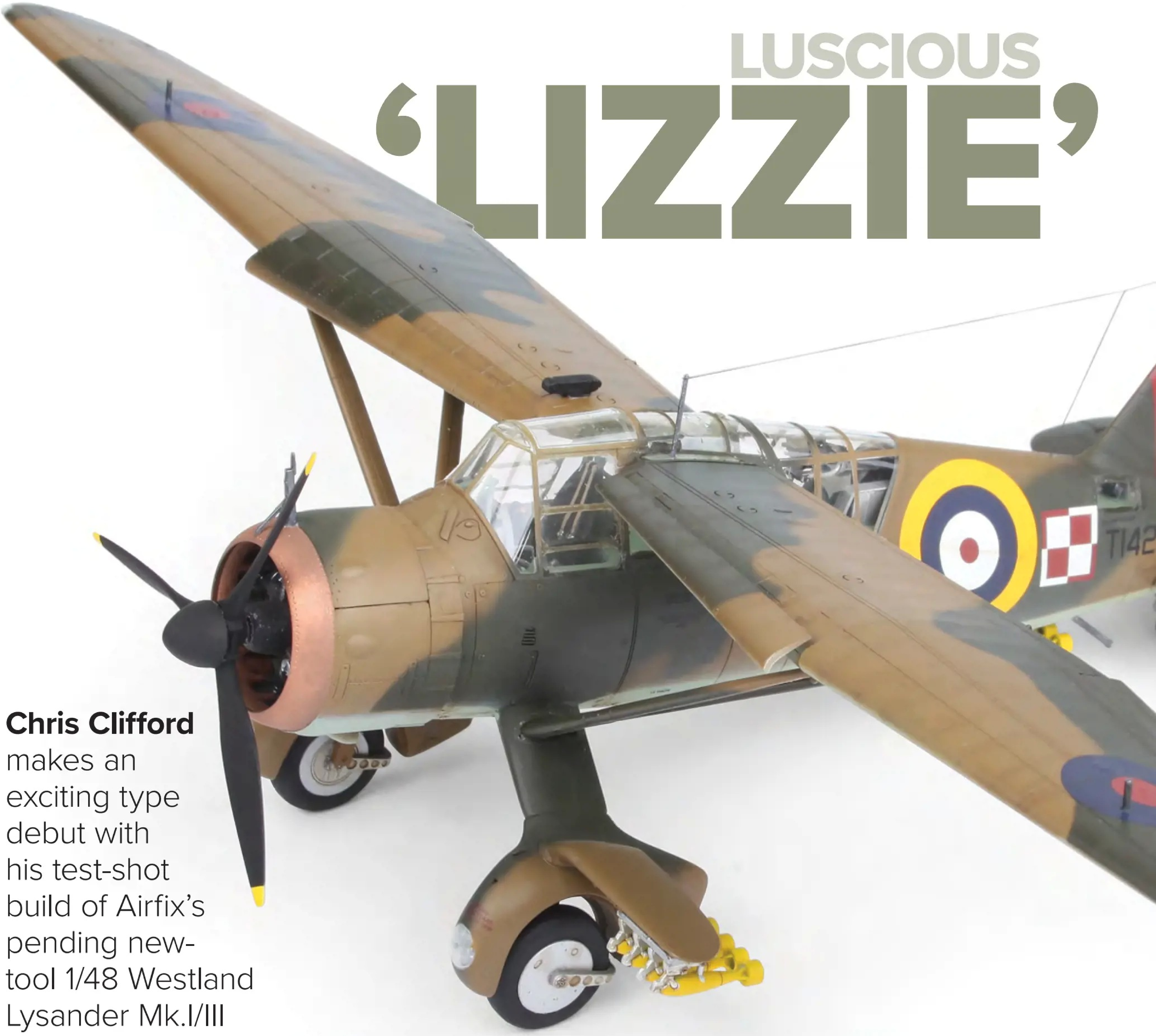
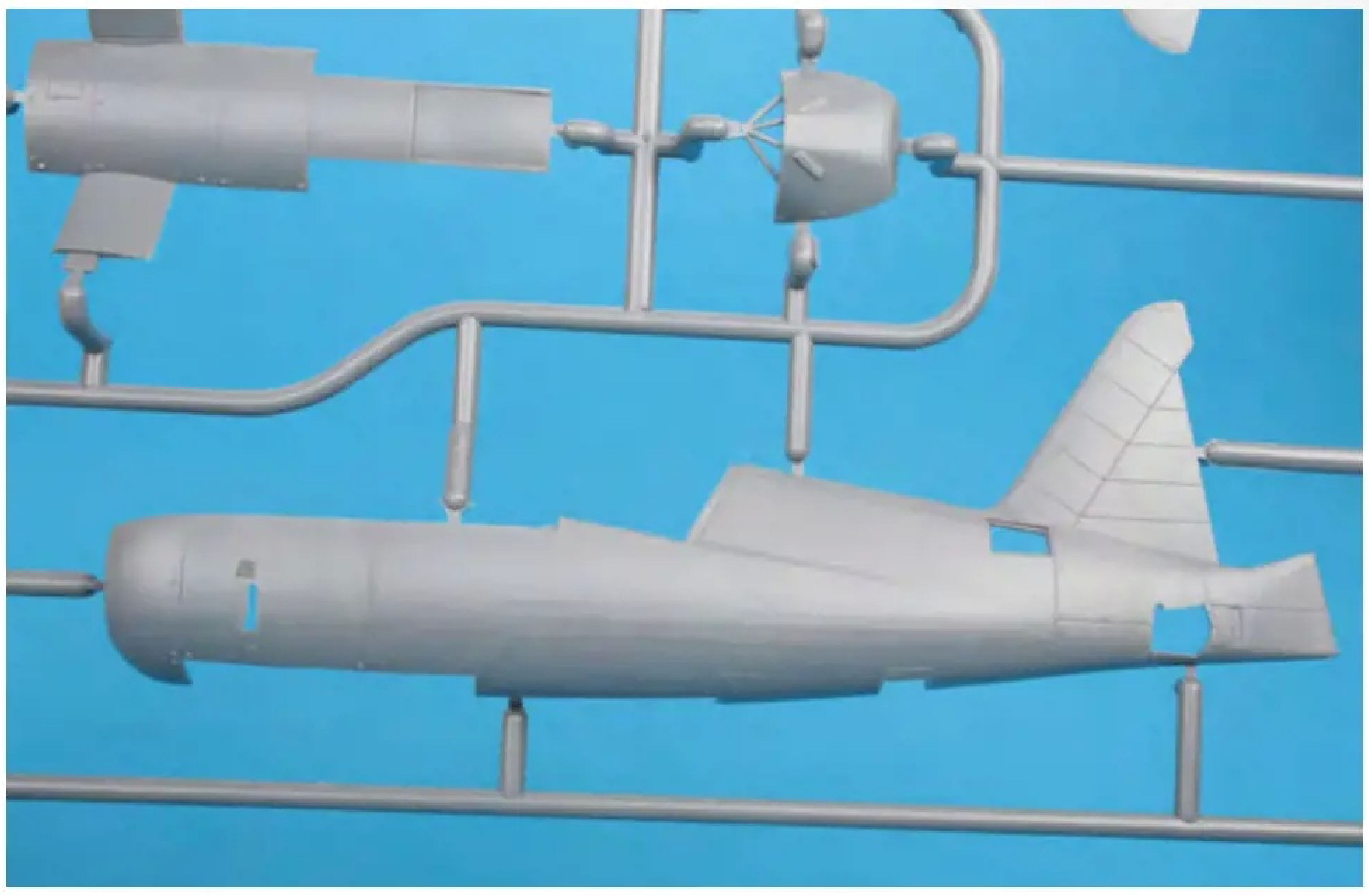
ARMA HOBBY

1/72

LUSCIOUS 'LIZZIE'



Chris Clifford makes an exciting type debut with his test-shot build of Airfix's pending new-tool 1/48 Westland Lysander Mk.I/III



▲ Airfix's panel-line engraving is admirably fine and there's good replication of taught fabric over fuselage stringers.

Isn't it funny how tastes change? It happens with food, drink, literature, films and other commodities. Aircraft are no different. For years I harboured a mild curiosity about the Westland Lysander and its singular appearance… but not quite enough to build an example regardless of scale. Early last year, however, I became much more drawn to the type and was considering which kit to try. Then it happened…

As *AMW*'s Editor and Editor at Large respectively, Stu Fone and I receive an annual presentation by Airfix showcasing releases for the coming year, and must keep tight-lipped until each one is officially announced. You could have knocked us both over with a feather when the Airfix team – with no small amount of pride – unveiled a 1/48 Lysander Mk.I/III. It looked splendid. Many aircraft enthusiasts will understand the nature of the Lysander and its wartime roles, but it's arguably most famous for delivering and collecting Allied agents working with the various resistance groups – and alone – to subvert the Nazi war machine. But it was also adept at supply-dropping, army co-operation,

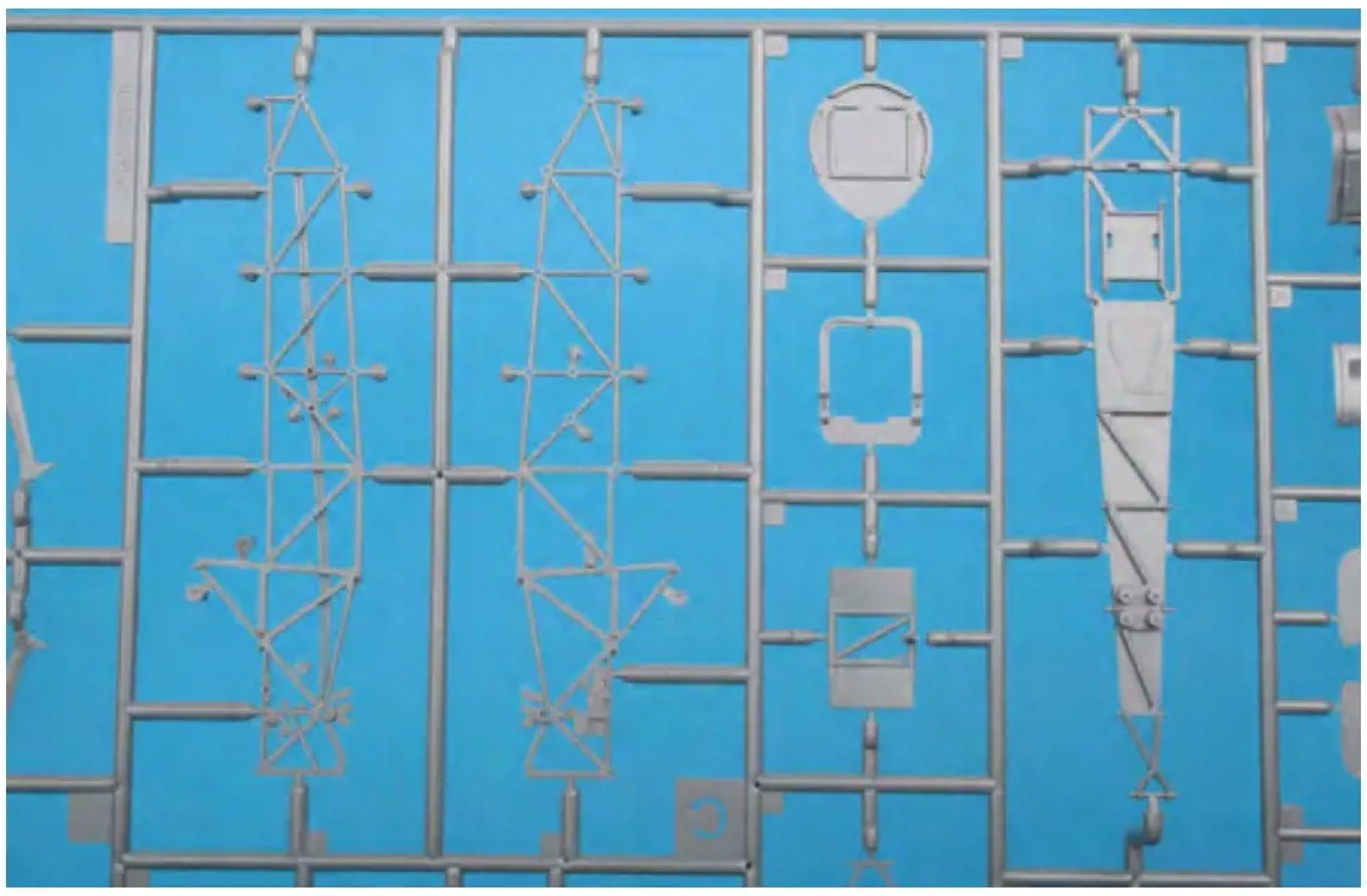
reconnaissance, air-sea rescue and target-towing.

We haven't exactly been spoilt for choice with 1/48 styrene kits of the Lysander, the only realistic options being the old Hawk/Testors product, first issued in 1967, then Gavia's 2001 limited-run tooling (also reissued by Eduard), which was much better, but not up to the standard Airfix has set with its new Mk.I/III.

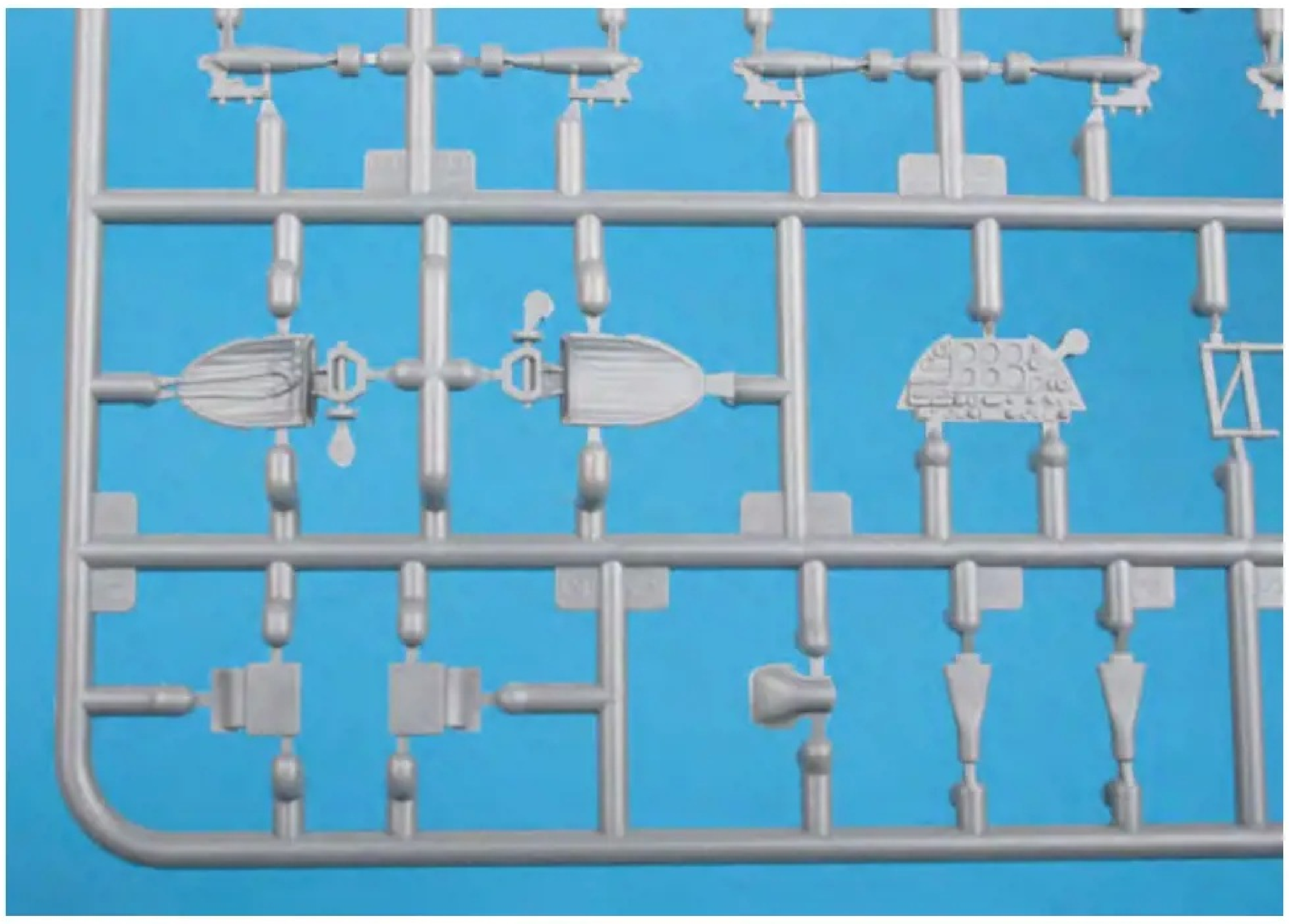
Dual-variant package

Airfix offers its new Lysander in Mercury-powered Mk.I/Mk.III formats. Both feature the shorter nose with cut-away upper engine cowling flaps, plus teardrop fairings around the cowling sides. This Series 7 kit is quite something… packed with praiseworthy detail and has different construction options. The first encountered on the 16-page instructions is that of an armrest on the pilot's seat, which can be positioned folded down if desired. Depending on the scheme you select, you can also choose to fit the gunner's drum-magazine carousel, but if not then, there's a different upper decking assembly. Scheme A (Mk.I) demands that a small section of the cockpit ledge be removed with a scalpel and/or file. Also, you can plump to fit a flush panel on the fuselage underside, or, for Scheme B, a rack for practice bombs also supplied on the runner.

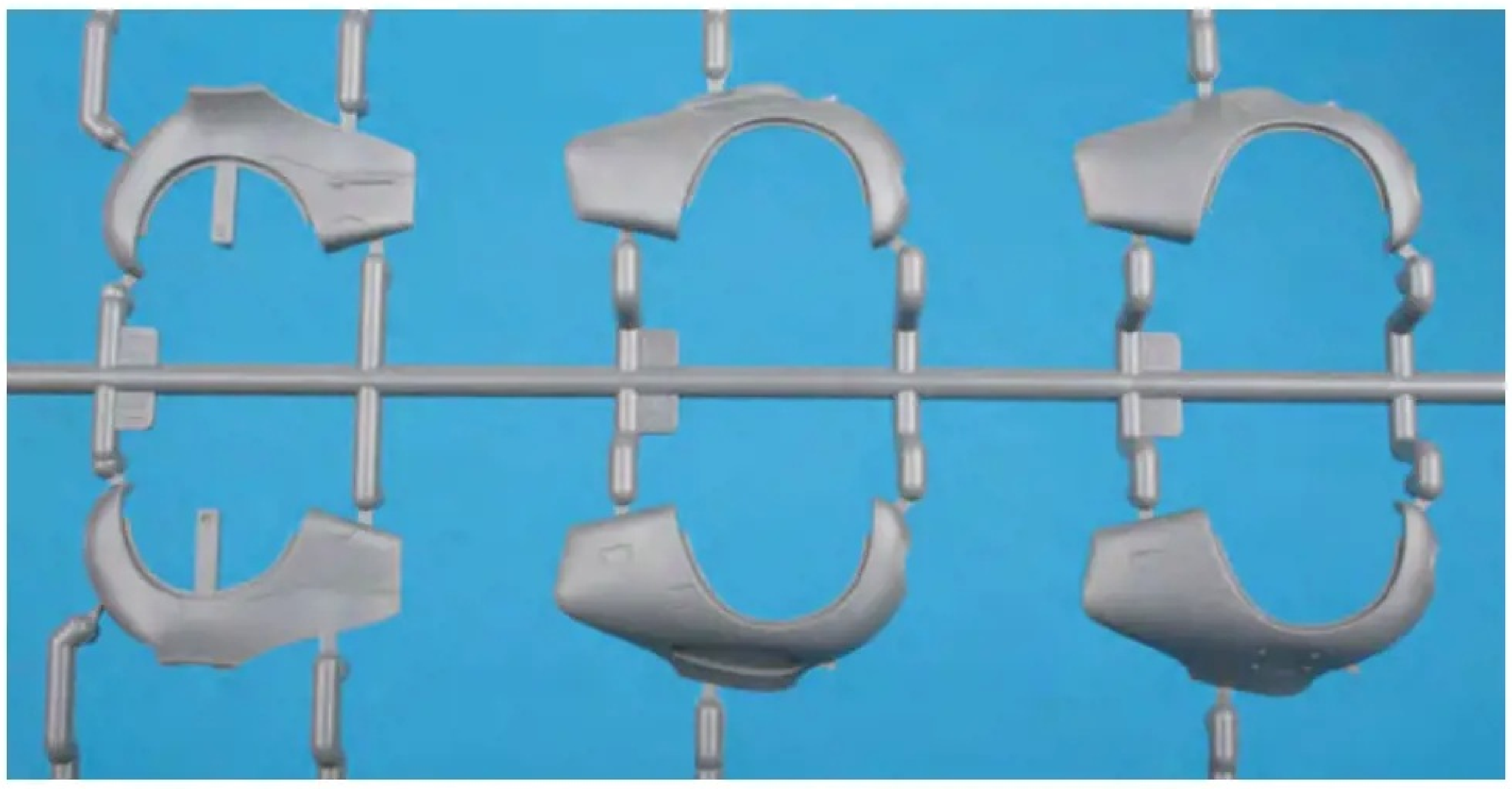
Alternative wheel hubs and separate covers are supplied, plus two sets of arms for the



▲ Design of the cockpit framework is excellent, with certain details being moulded in situ, while others are moulded separately.



▲ The pilot seat is a multi-piece item with pleasing detail. Alternative back sections are present, one featuring an integral harness. Note the well-rendered instrument panel.

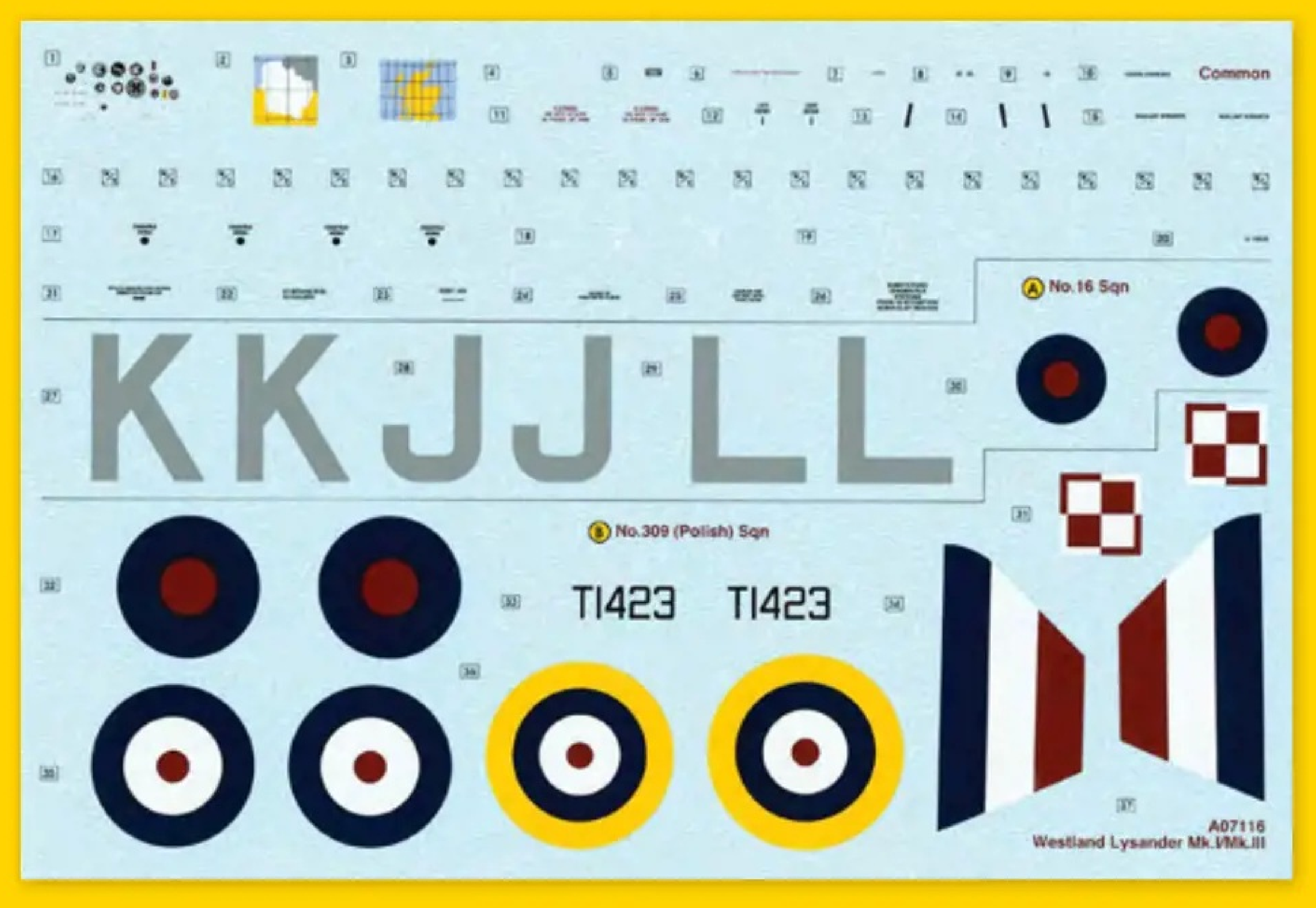


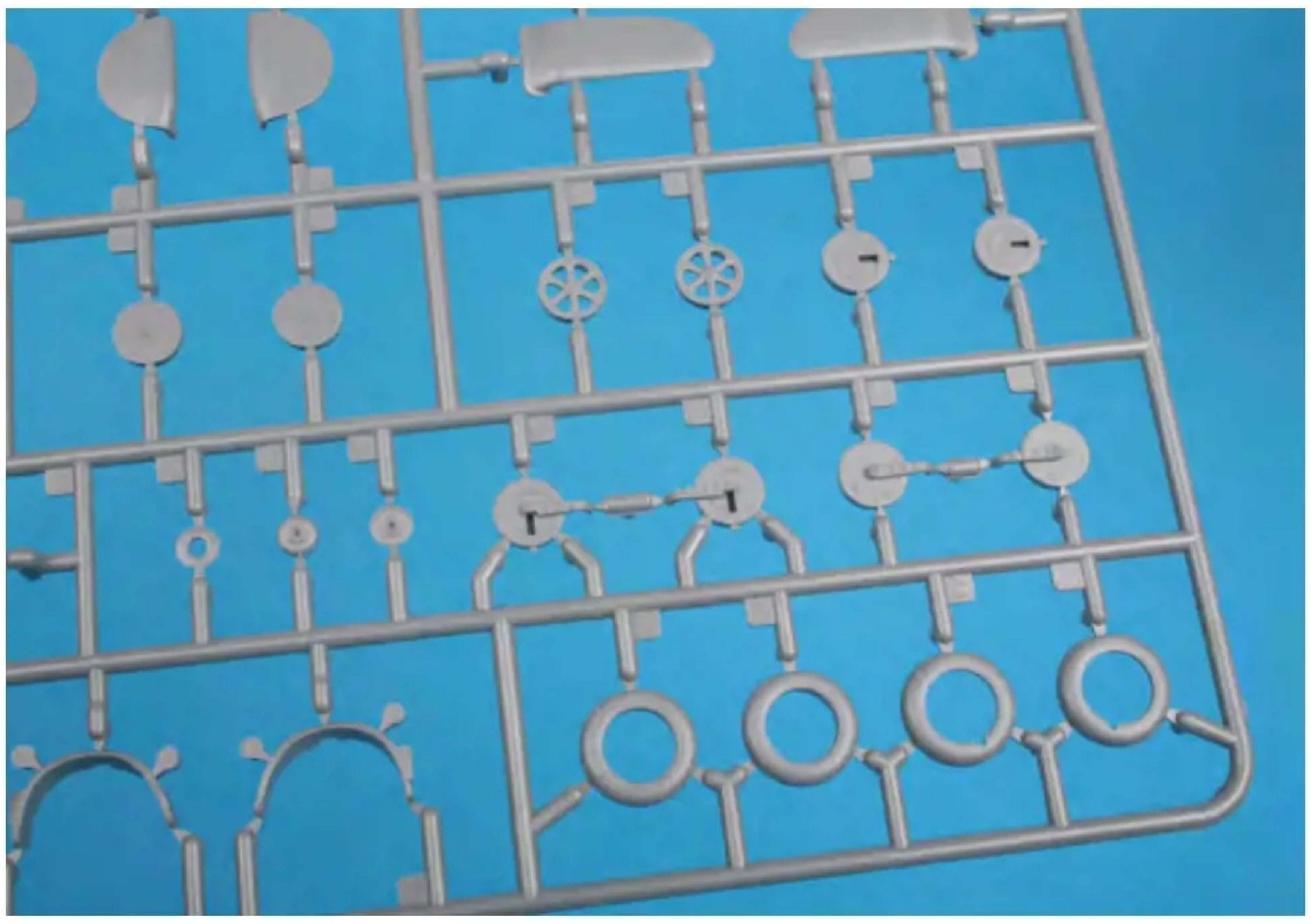
▲ Alternative wheel housings are supplied to cater for the two different Mk.I/III liveries. The option chosen here did not have the outer wheel covers fitted.

PLEASING LIVERIES

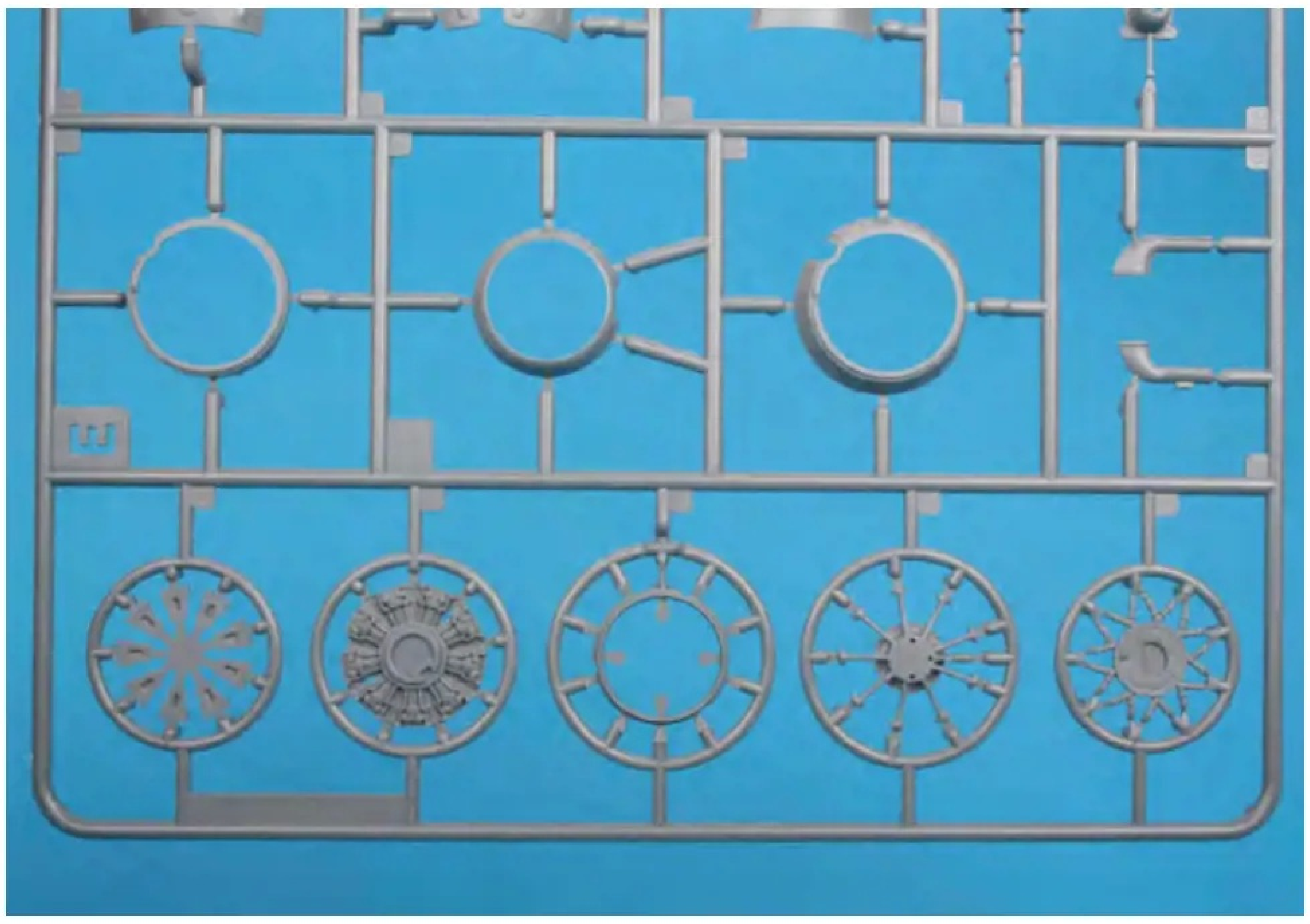
Two sets of markings are provided for airframes in Dark Earth and Dark Green. The Mk.I features the early-war ID pattern featuring a black port wing underside, and starboard in white, with both ailerons and horizontal stabiliser undersides being in aluminium. Airfix's choice for the Mk.II has sky undersides and larger yellow-trimmed fuselage roundels, large raked fin flashes and Polish national insignia aft of the fuselage roundels. It'll be a tough choice as both schemes are attractive in their own right:

- Mk.I, 16 Squadron, RAF Old Sarum, Salisbury, Wiltshire, England, 1938-39
- Mk.III, T1423, 309 Squadron (Polish, fighter-recce), RAF Renfrew, Glasgow, Scotland, 1940

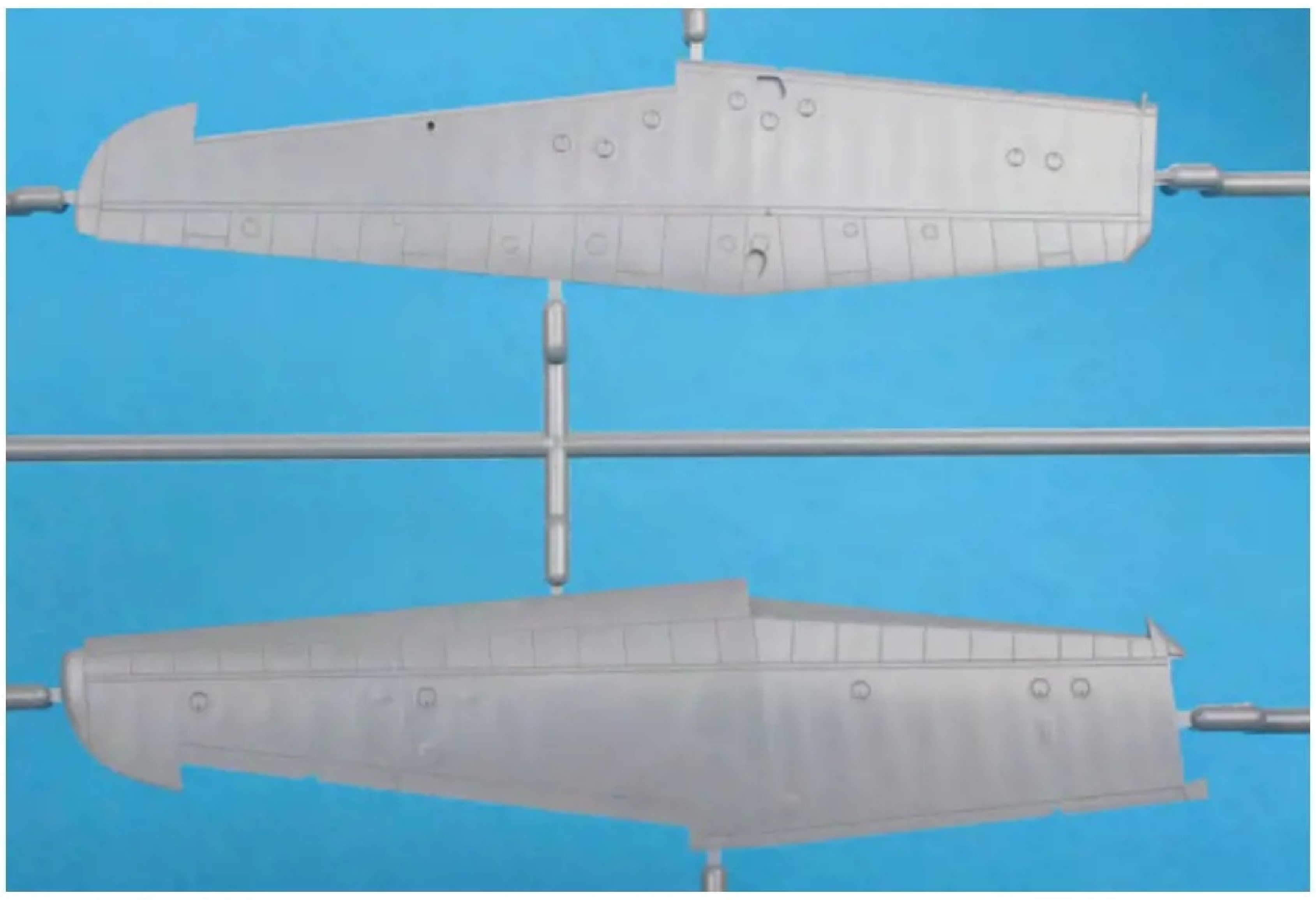




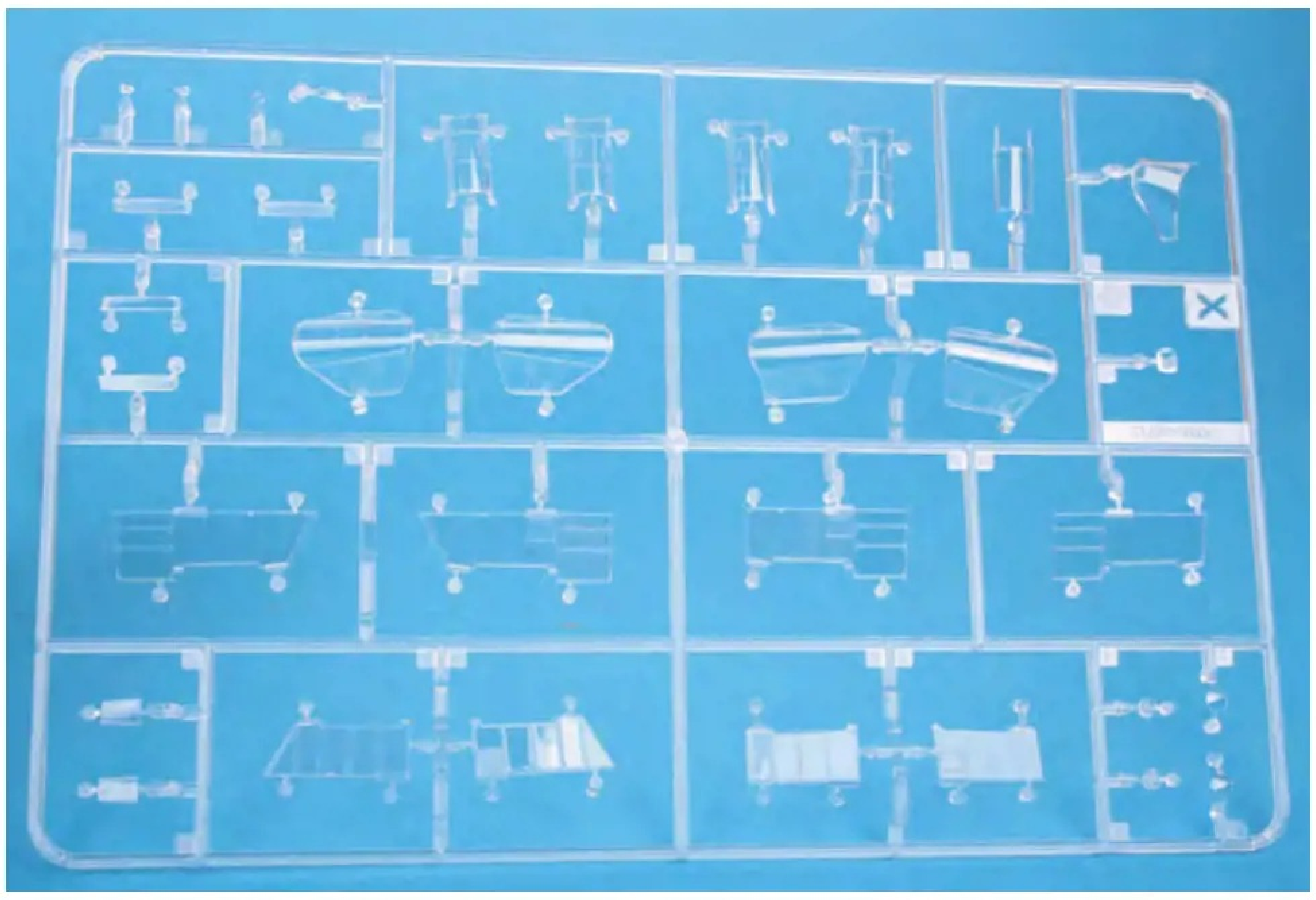
▲ There are also optional wheel hubs with separate tyres. Usefully, a key system is in place so the flat spot of the tyre is positioned accurately.



▲ Airfix's engine design is impressive, with fine cylinder casings, valve push-rod tubes, bearers and the reduction-gear housing all being replicated well.

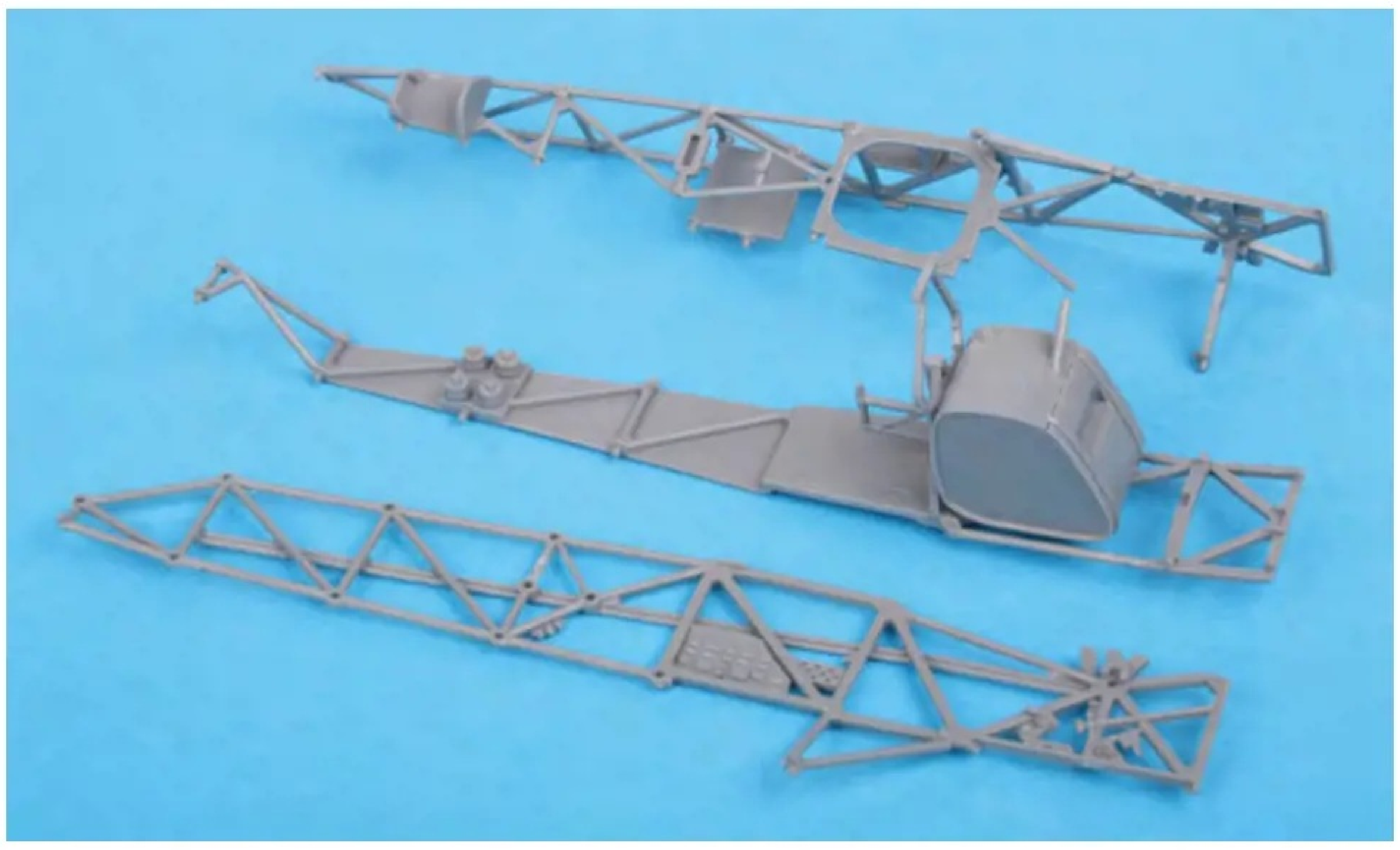


▲ Delicate rivet, panel line and circular cover engraving adorns the wings. See also the subtle rendering of stretched fabric over ribs.



▲ The clear frame is extensive, there being alternative glazing for Mk.I/III sub-types, plus open/closed canopy formats.

gunner figure (there's a pilot too), in tune with the optional .303 gun armament – a single Vickers K or belt-fed twin Brownings. The ‘K ‘comes with a catch-bag for spent cartridges. Separate ailerons, flaps and inboard slats are present and those last items can be posed open or closed. However, no outboard slats are provided and are moulded closed. Airfix designers realised the wing becomes so thin towards the end, that trying to incorporate outboard slats would compromise the shape and, therefore the accuracy. But the inboard/outboard slats are not linked – and internet photos of Shuttleworth's warbird show outboard slats closed in some views, but the inboard deployed.



▲ Initial assembly involves the cockpit framework, which comprises four major pieces, plus separate, smaller details. Here, the five-part fuel tank has been assembled and fitted to the floor, while several other structural parts and switch panels have been attached too.

The clear frame is extensive, offering parts for open and closed glazing on the Mk.I and Mk.III. Airfix also allows you to pose the variable-incidence horizontal stabilisers in flying or take-off/landing modes.

A wealth of refinement is apparent throughout the components on the five large, grey styrene frames. Smaller, yet welcome details include optional pitot tubes, a cowling-mounted sight post for pilot gun aiming, Universal bomb carriers, an underbelly message hook and even internal ballast weights.

Airfix's cockpits are properly busy, comprising the type's tubular framework via separate

MODEL SPEC

Westland Lysander Mk.I/Mk.III
By: Airfix
Stock Code: A07116
Scale: 1/48
Price: £39.99
Available from: https://uk.airfix.com

AIRFIX
1:48 WESTLAND LYSANDER Mk.I/Mk.III

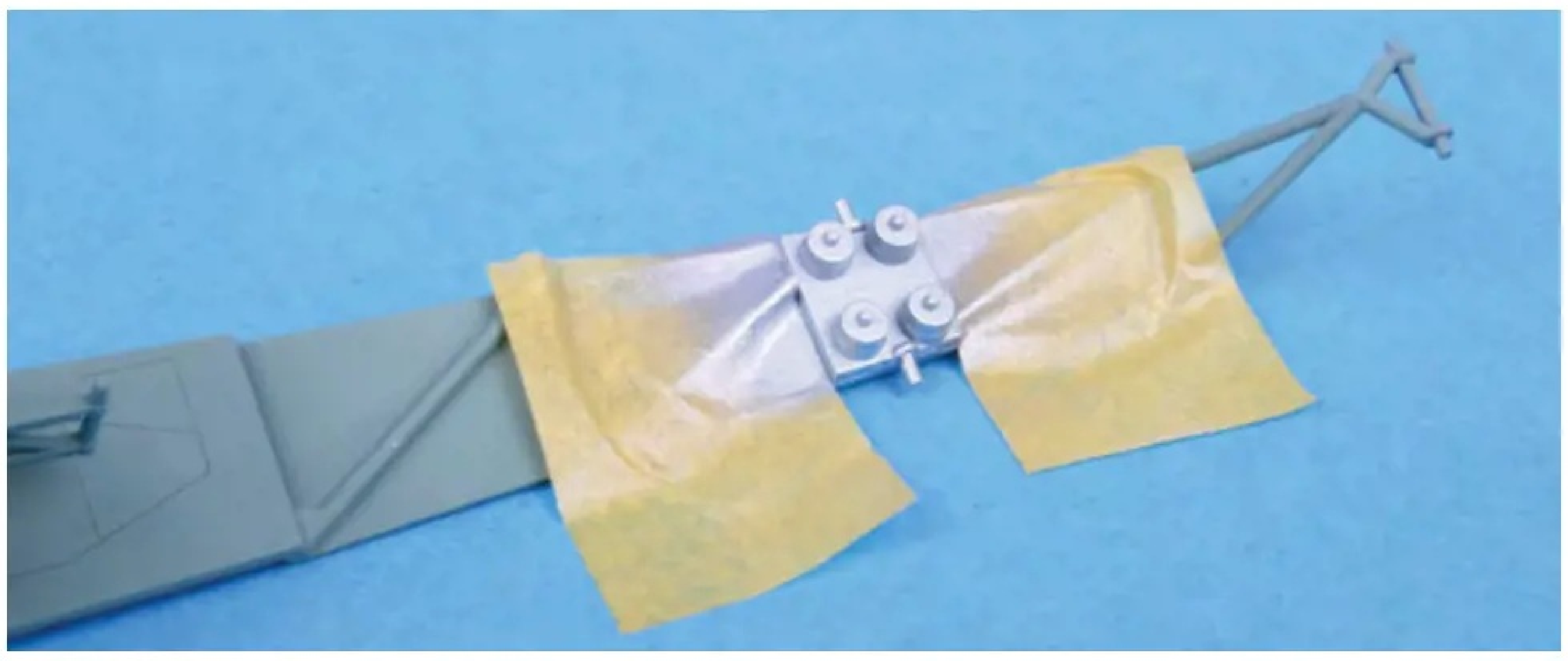
side pieces, a floor and upper part – the latter incorporating the rear cockpit surround. There's also the multi-part pilot's seat (two back-pads supplied, with/without harness detail) and gunner's seat, rudder pedals, plus control-instrumentation items moulded integrally on the side frames. The gunner's seat is rendered simply as a round cushion, although a factory drawing in Valiant Wings' book on the type shows a framework section attached too. A map table is provided and Airfix's decal sheet offers alternative map decals.

Most of the model can be assembled before tackling the engine, as this sits inside a separate, multi-piece cowling, with alternative open/closed cowl flaps. The powerplant itself is designed cleverly, in layers, to provide depth and convincing detail. Manifold, oil-cooler intake and engine bearer unit detail are all evident. Ultimately, there is much going on here and you must pay careful heed to the instructions, due to the presence of so many alternative parts.

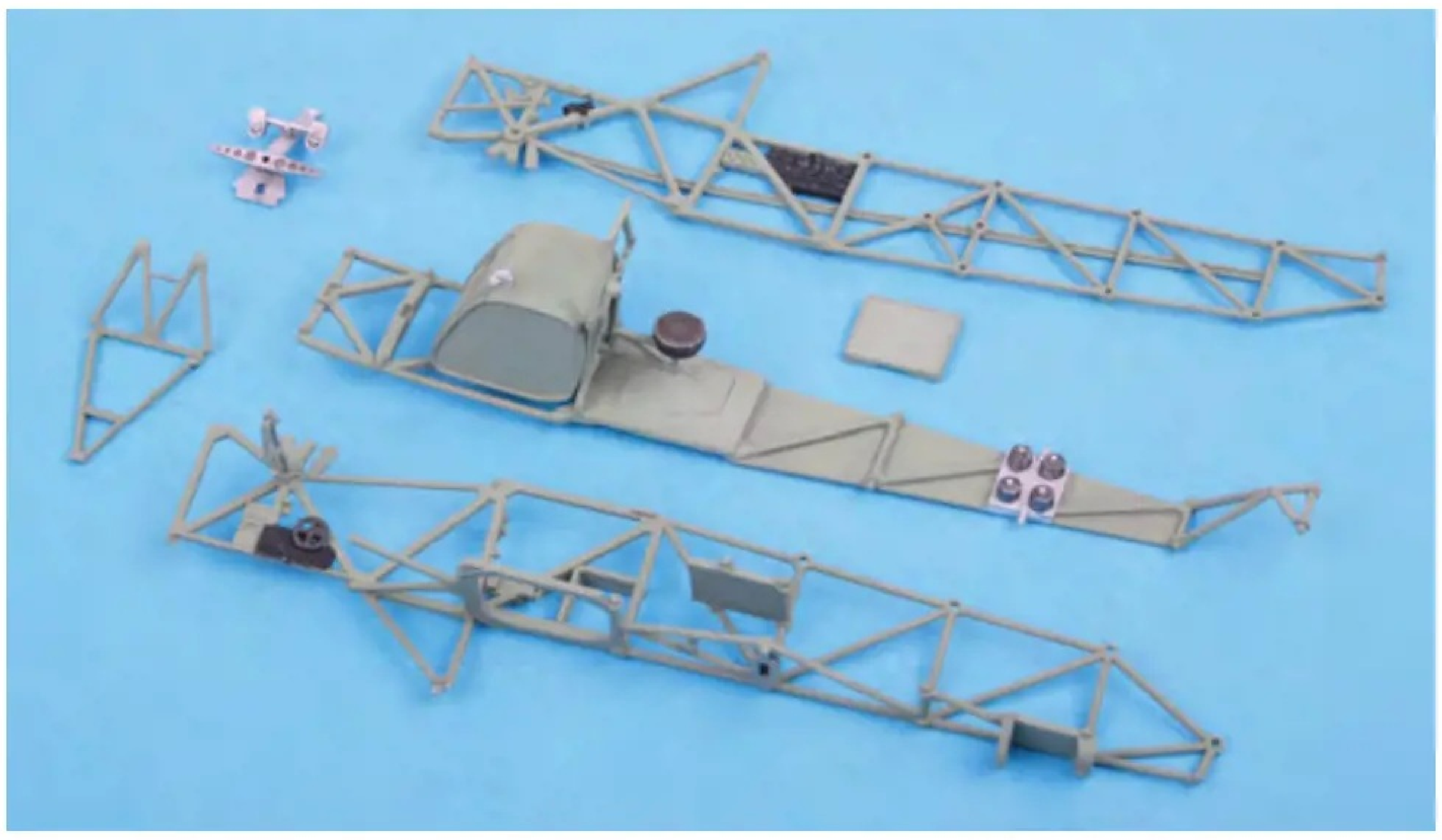
Busy interior

The first stage has you assembling the fuel tank and cockpit framework. You can deviate slightly from the build order to ease painting, but just a little. It's advisable to paint/airbrush the floor and side-frames separately – and you'll need to paint the rearmost

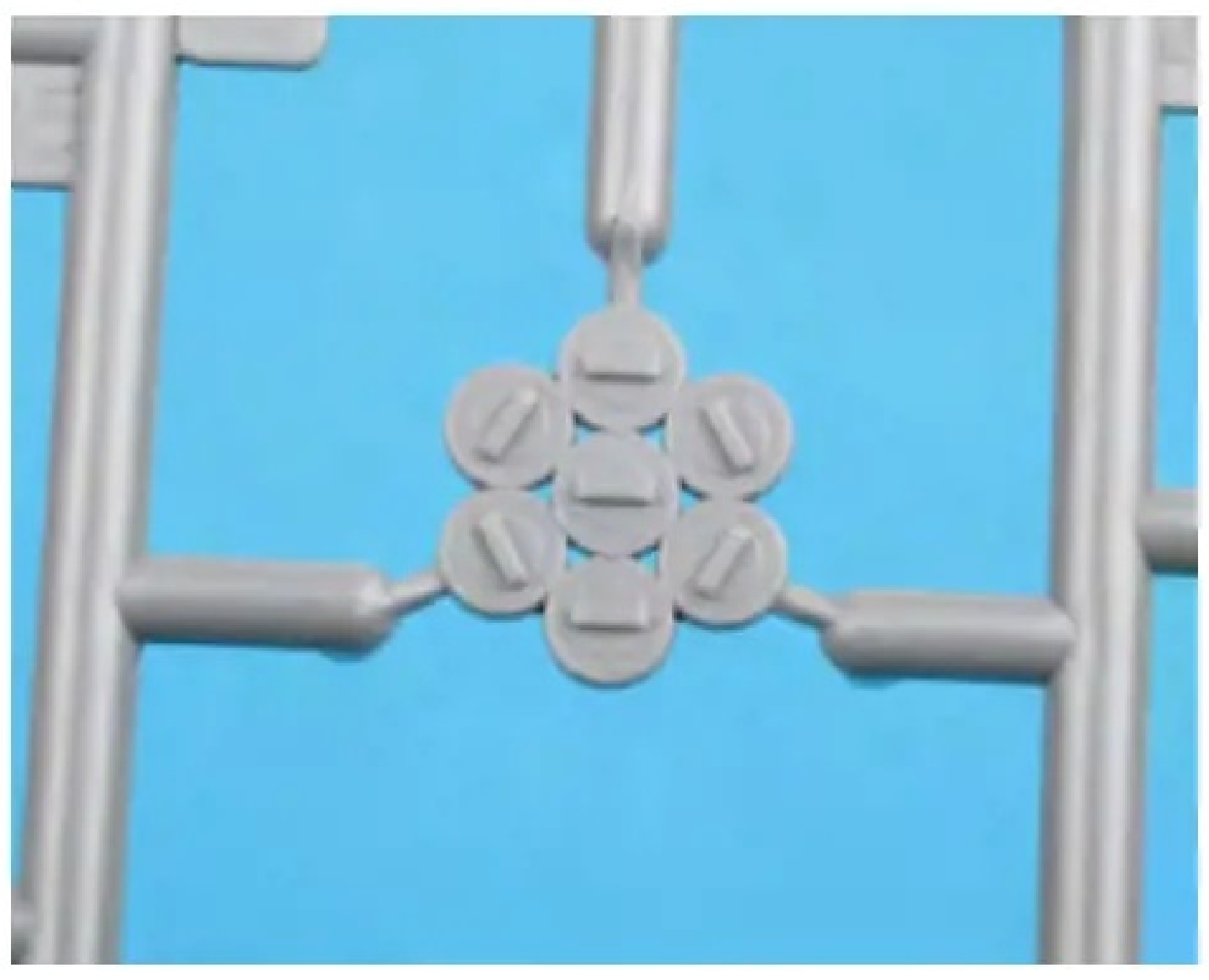
▶



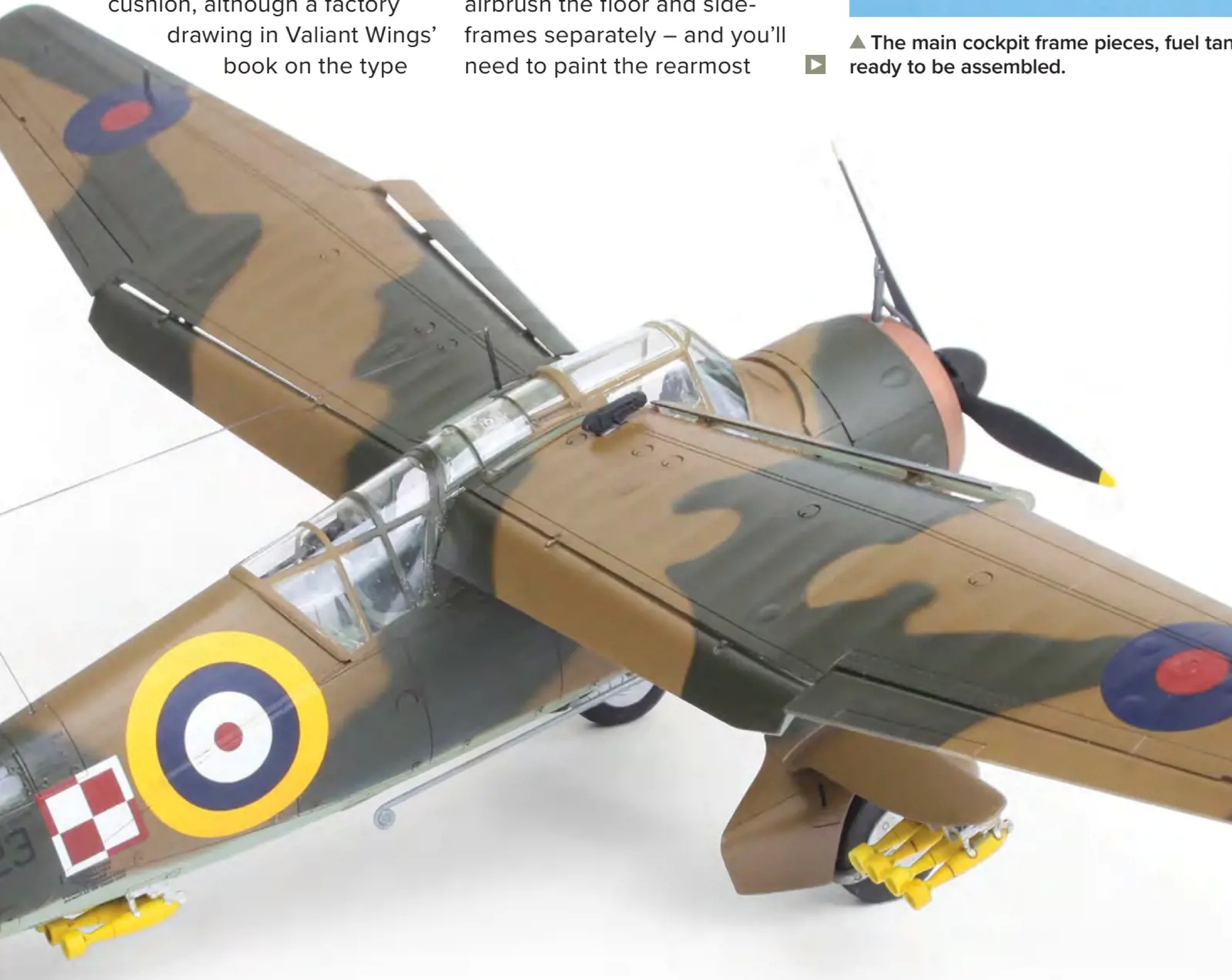
▲ Humbrol Cockpit Green was airbrushed on the main cockpit frame parts, masking tape protected the background shade, while the ballast-weight platform received Tamiya Aluminium. The weights themselves were painted in ICM Gun Metal.



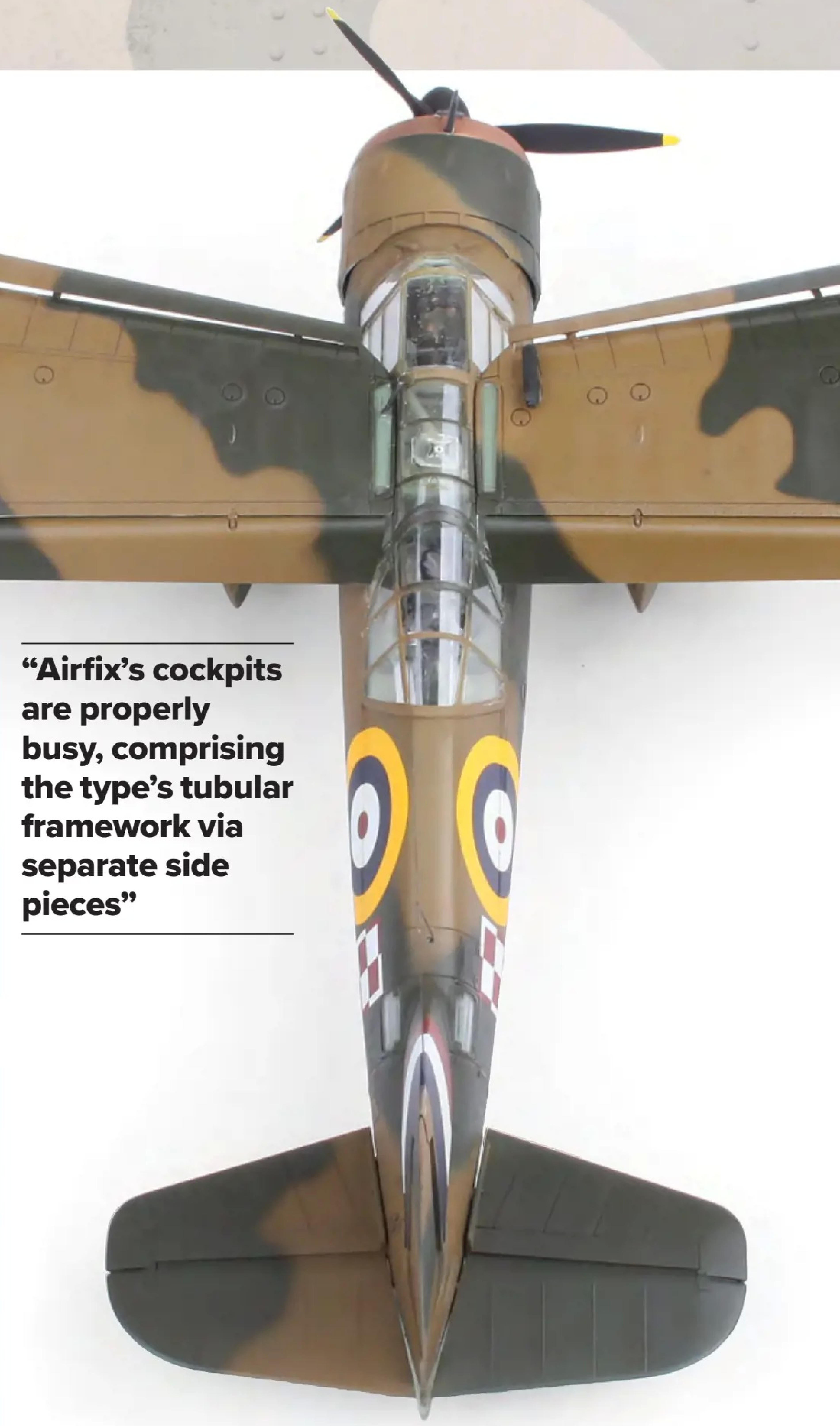
▲ The main cockpit frame pieces, fuel tank, reader pedals and map table all ready to be assembled.



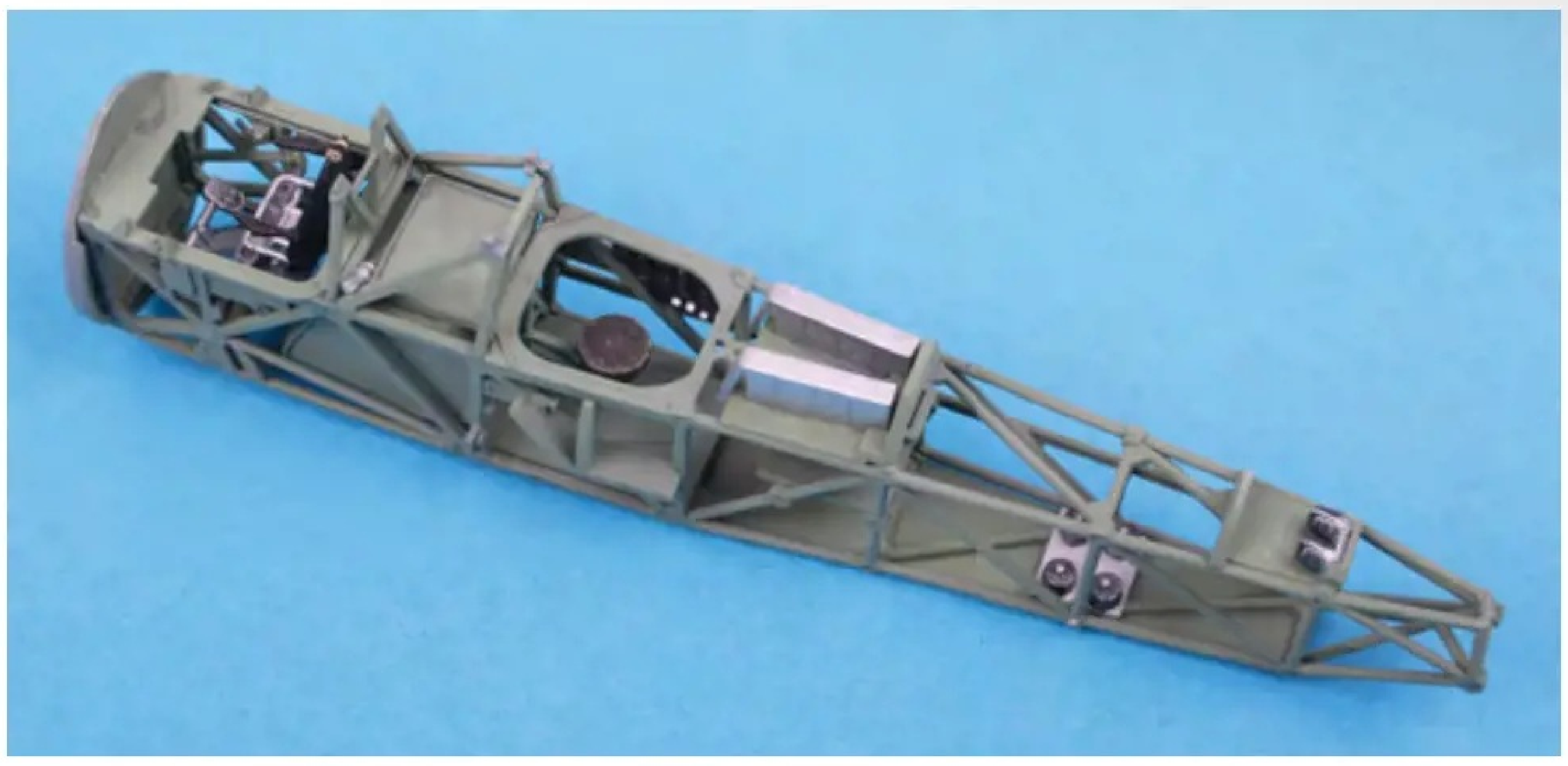
▲ If building colour scheme A (Mk.I), this drum-magazine carousel accompanies the single Vickers K machine gun.



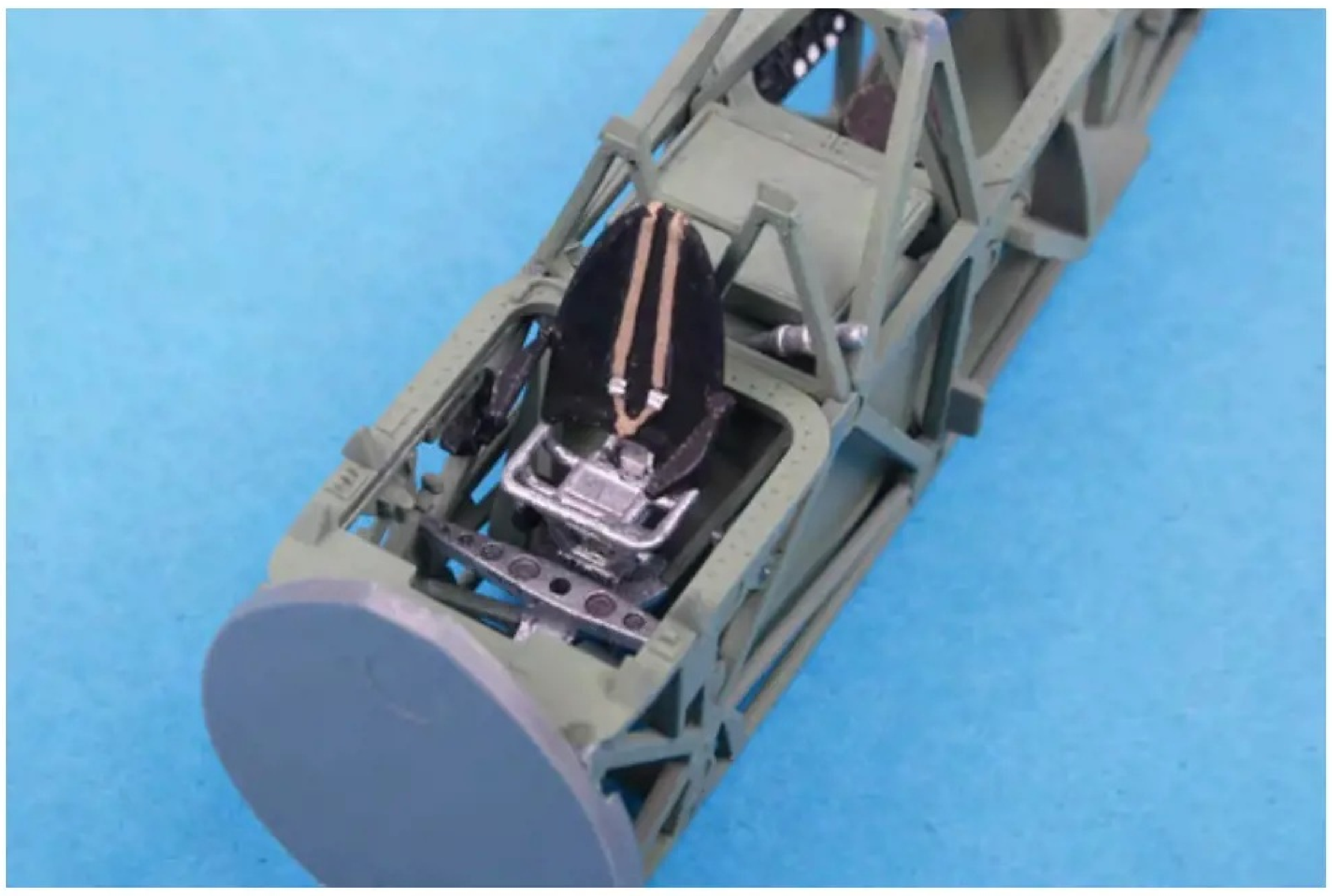
> **"Airfix offers its new Lysander in Mercury-powered Mk.I/Mk.III formats"**

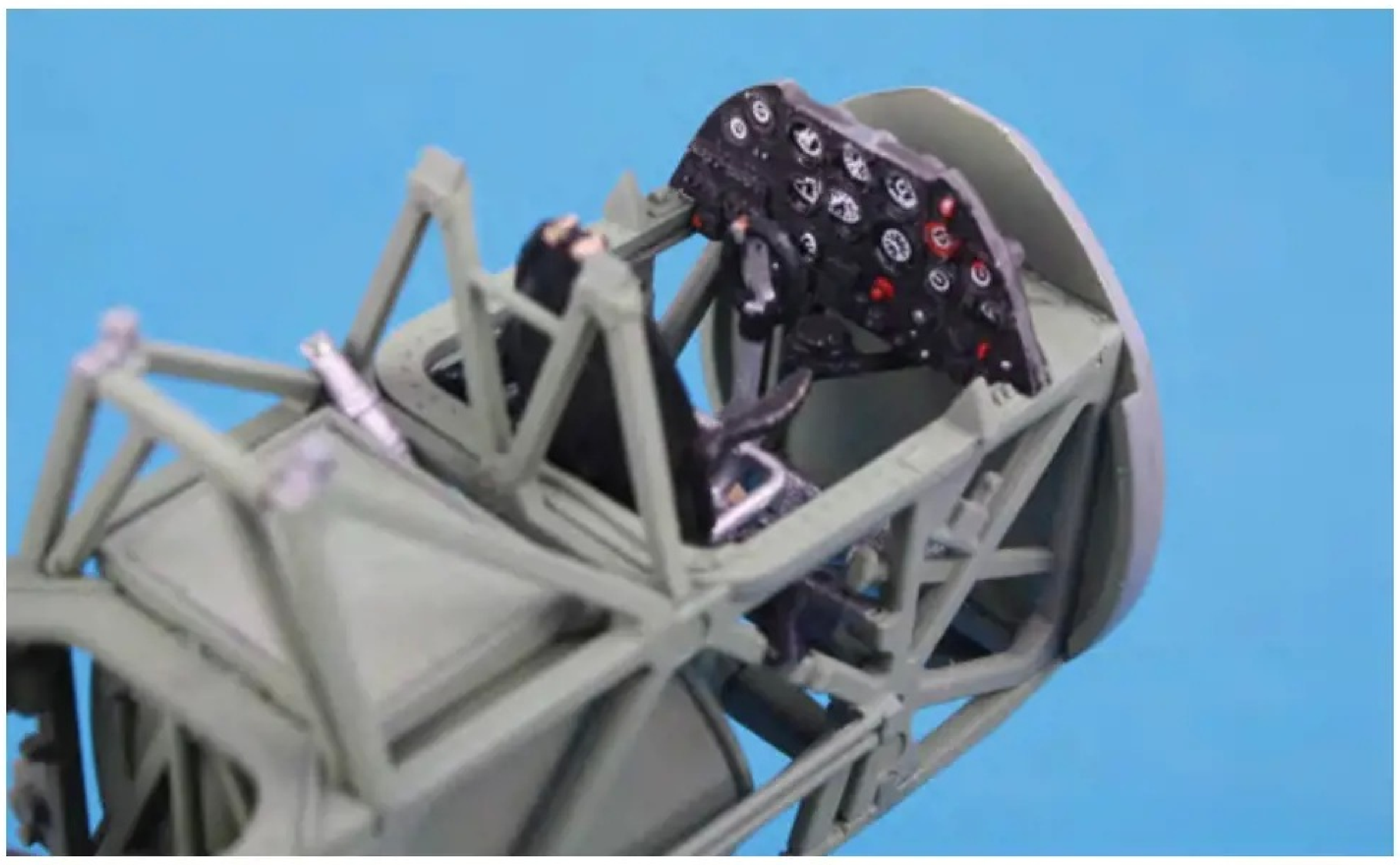


“Airfix’s cockpits are properly busy, comprising the type’s tubular framework via separate side pieces”



▲▼ The cockpit sub-assembly builds easily and fits well. Airfix’s moulded seat harness looked relatively convincing.

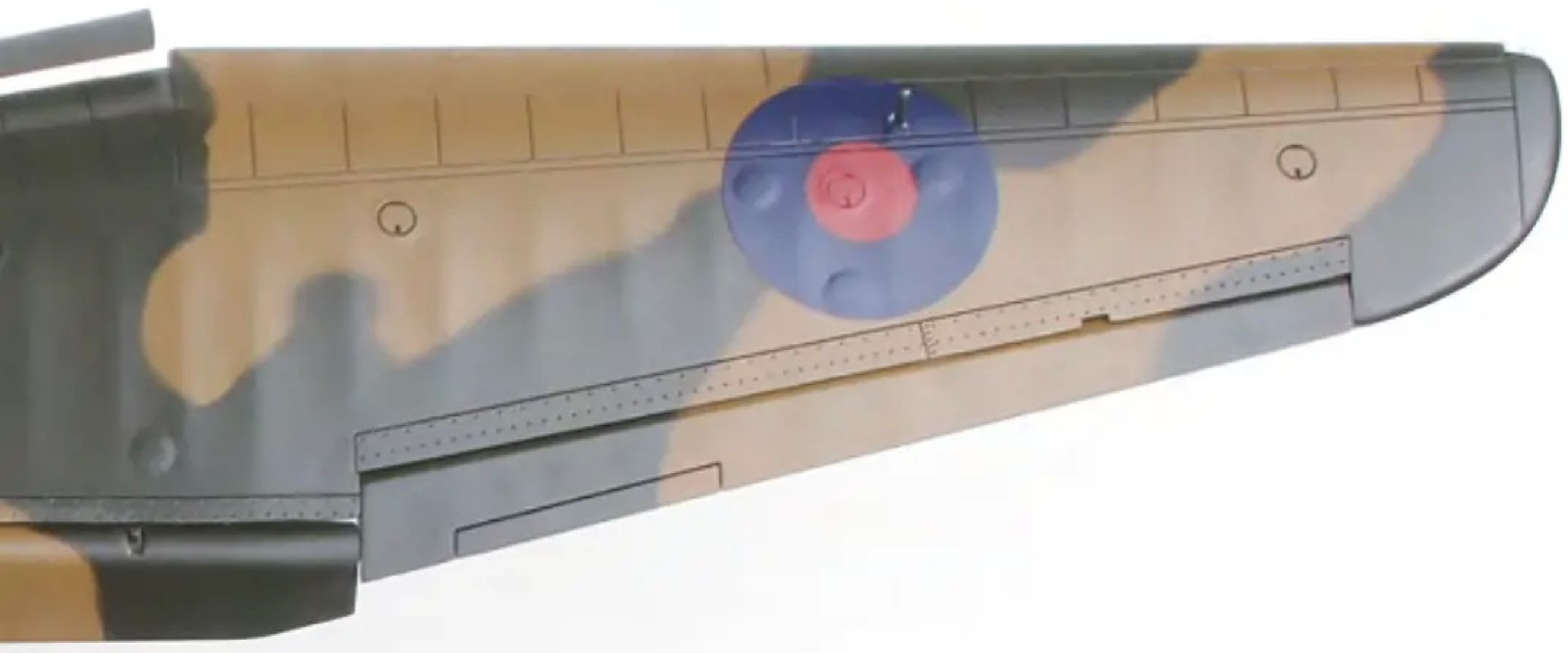


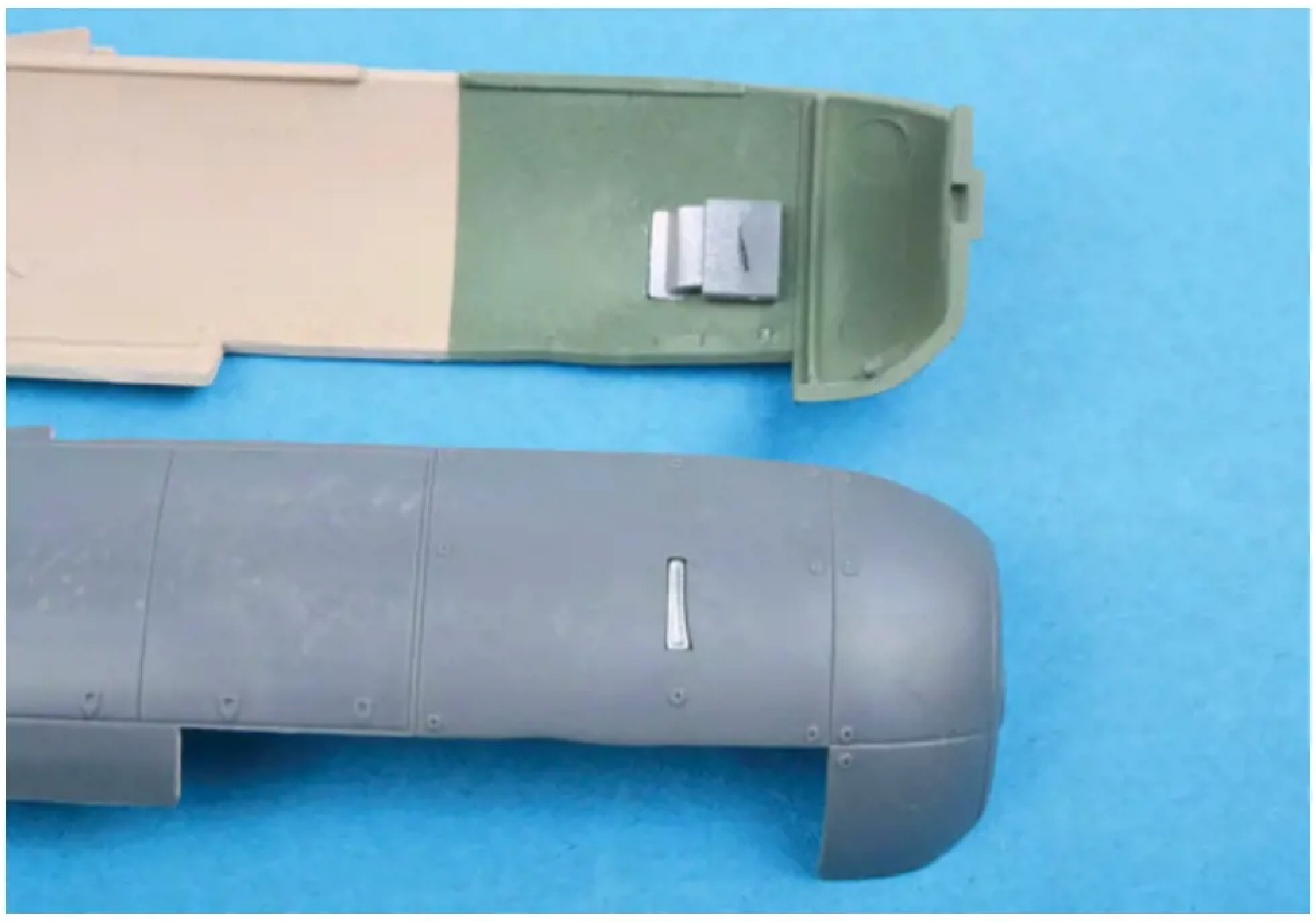


▲ Airfix’s decal sheet wasn’t available at the time of building the cockpit, so generic instruments from Airscale were a worthy replacement.

ballast weights and their mount before marrying the framework sub-assemblies, or you’ll have limited access. The framework had many moulding tags that needed removing, and seams had to be neatened – although the latter were light and dealt with easily, via gentle scraping with a fresh scalpel blade. Assembly was a breeze, but because I’d already attached the upper framework piece (C18) to the port side frame, the V-shaped fork on C18 had to be fed through the other V-shaped frame already atop the fuel tank, before the rest of the upper section could be glued to the side frame.

The superstructure received Humbrol Cockpit Green as per the instructions, but the same firm’s Matt Black and Tamiya Flat Aluminium were added to items such as the gunner’s seat, switch/instrument panels, the tail adjustment wheel, rudder pedal unit and fuel tank pipe. Aluminium dry-brushing accentuated the features on the black-painted items, as well as replicating a hint of wear on the cockpit green – mainly on the rear floor and map table. Tamiya XF-57 Buff paint was dry-brushed on the gunner’s seat to impart a hint of wear, and a little depth was imparted by edging some of the raised detail with a propelling pencil, whose lead was first sanded to a chisel profile.





▶ Don't forget to add the oil cooler/cockpit heater exhausts inside the fuselage halves before closure.

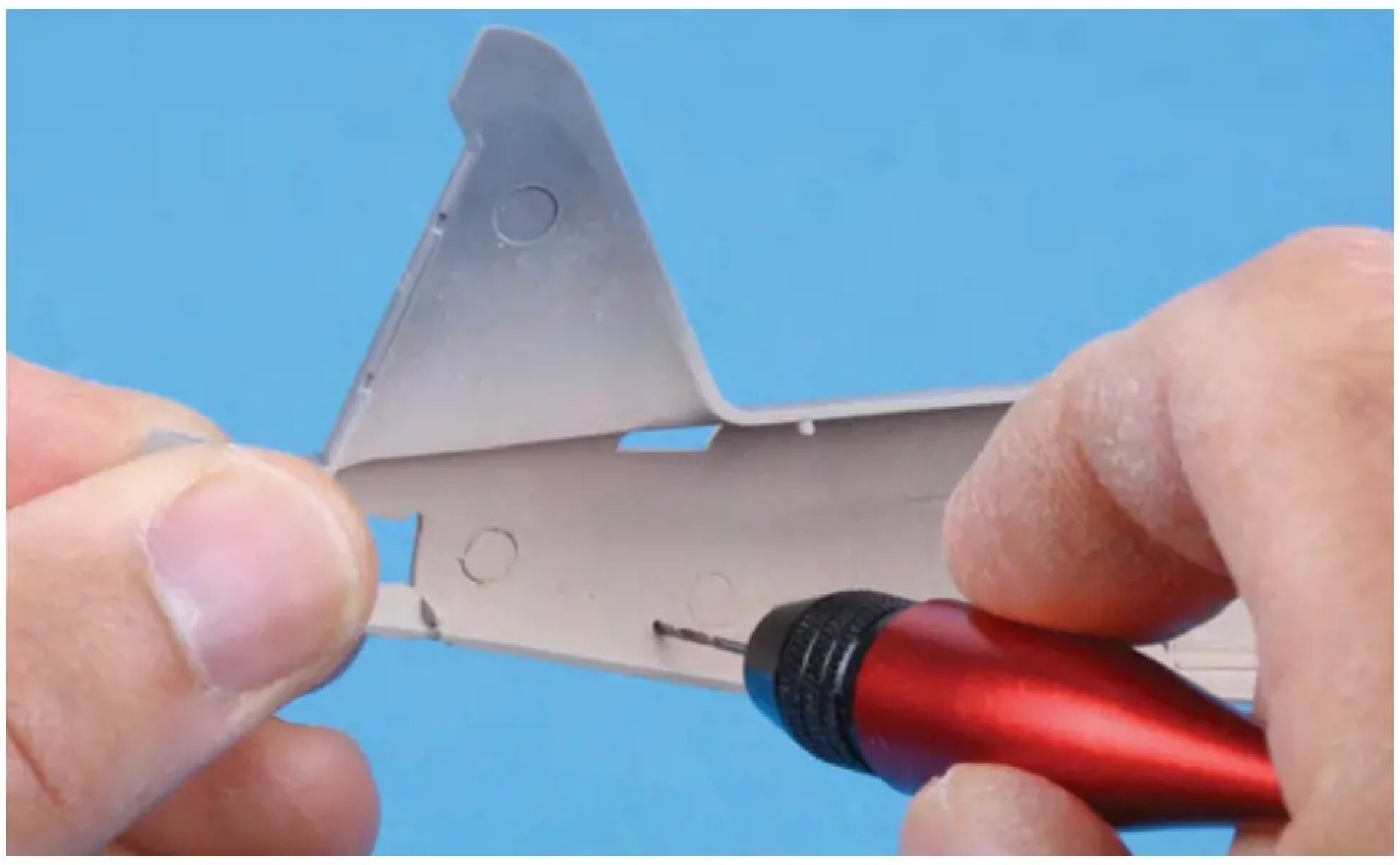
Meanwhile, the four-piece pilot's seat was assembled and painted in black and aluminium buff paint being applied to the integrally moulded harness on the back cushion. All cockpit parts were then married, the instrument panel being the last item to finish. No kit decals were available at the time of building the cockpit, so after the instrument panel was painted black, gloss varnish was brushed within the dial surrounds, then individual aftermarket instrument facing decals from the spares box were applied, then varnished again to replicate glazing. Select buttons and switches then received red or steel in accordance with reference photos, before the panel was installed.

The first task with the fuselage halves was to drill a hole in the rear section of the port half (this is relevant just for Scheme B), then painting began.

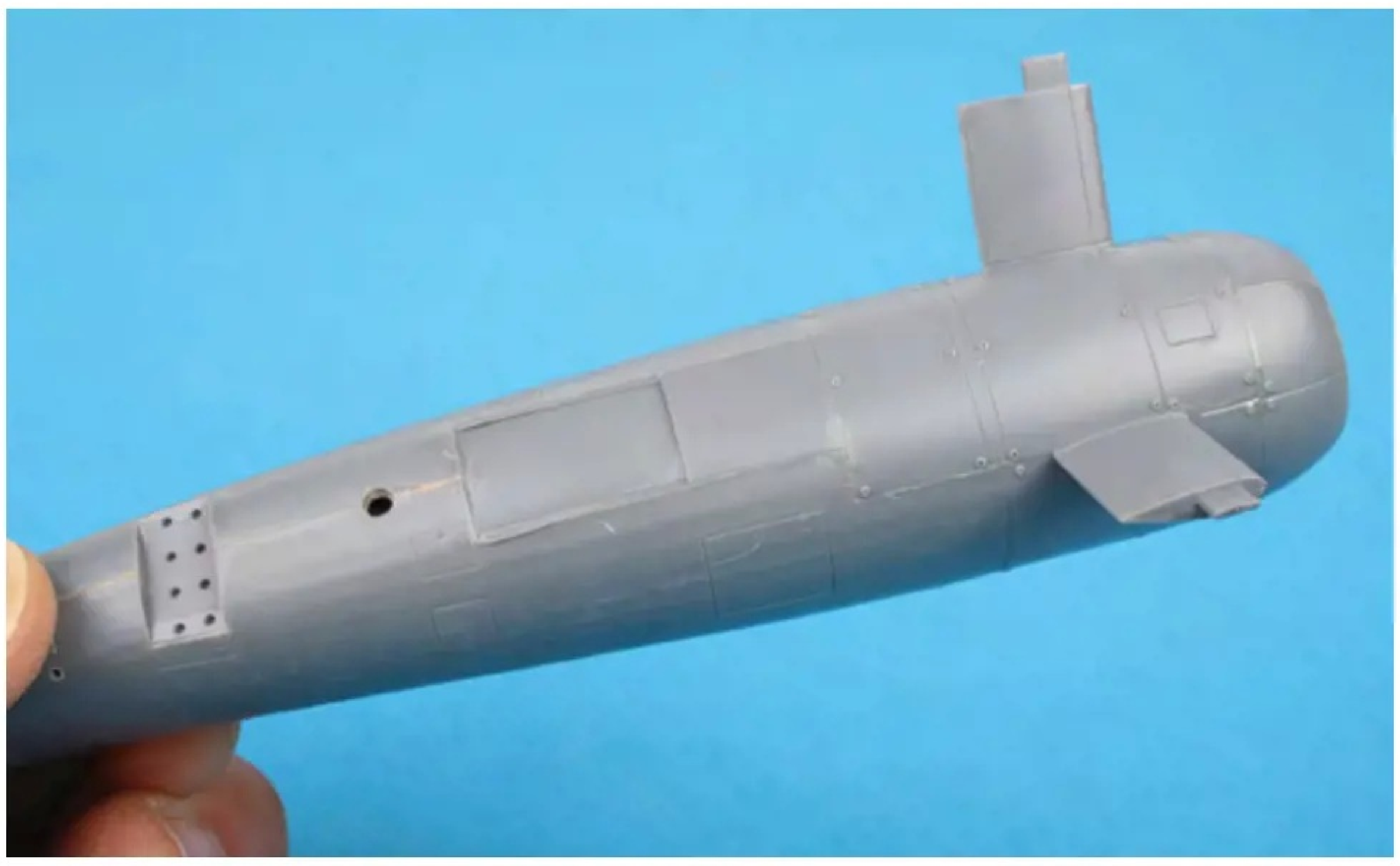
Body parts

Note that there are numerous, large-ish ejector-pin marks on the inside of both fuselage halves, but none will be visible once the model is completed, so you can simply leave them be. Just the forward interior section needed Interior Green, while Airfix suggested Humbrol 61 for the remainder. This was almost certainly to emulate natural linen, but I thought too garish so opted for a 2:1 mix of Tamiya Buff and Flat White, applied by airbrush once the demarcation line was set by masking tape (once I'd sprayed the green). Next, each fuselage half required its exhaust for the oil cooler/cockpit heater attaching. These were painted in aluminium beforehand, so I'd need to mask the visible exterior section before eventually applying primer and camouflage.

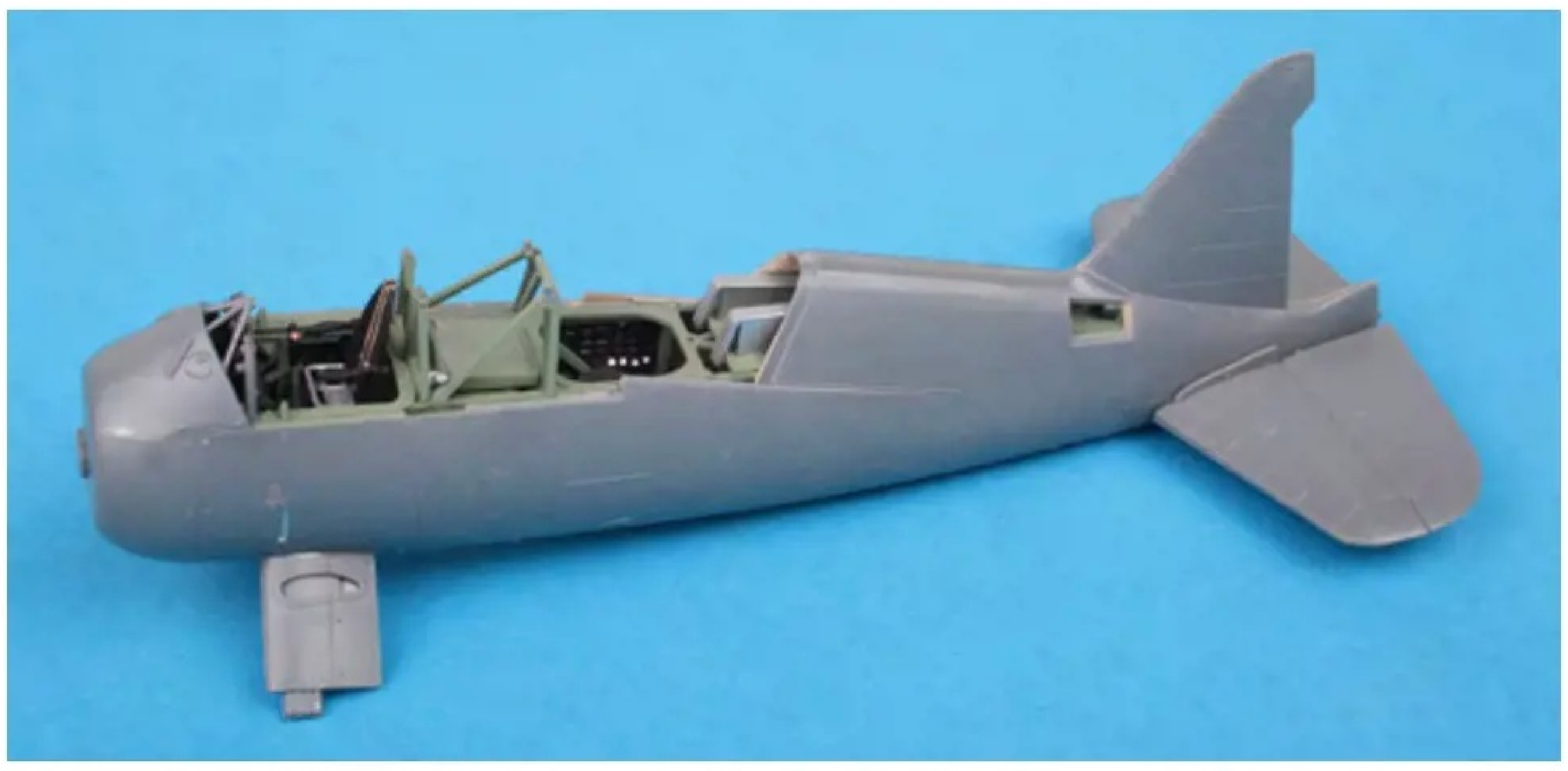
Once mated, nothing inhibited achievement of a superb fit – and it was obvious that barely



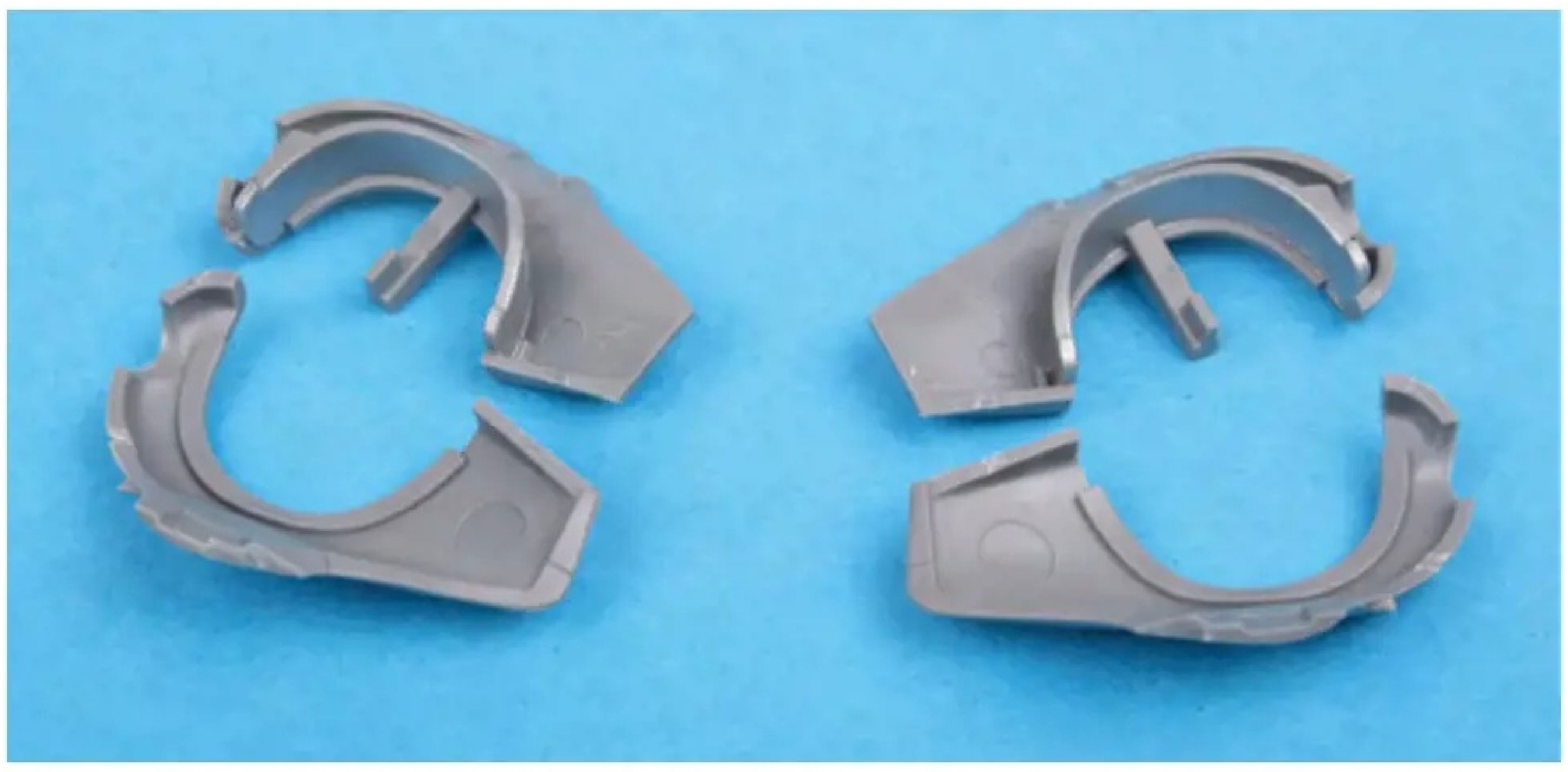
▲ A hole needs to be drilled in the rear port fuselage half to accommodate the Identification Friend or Foe aerial.



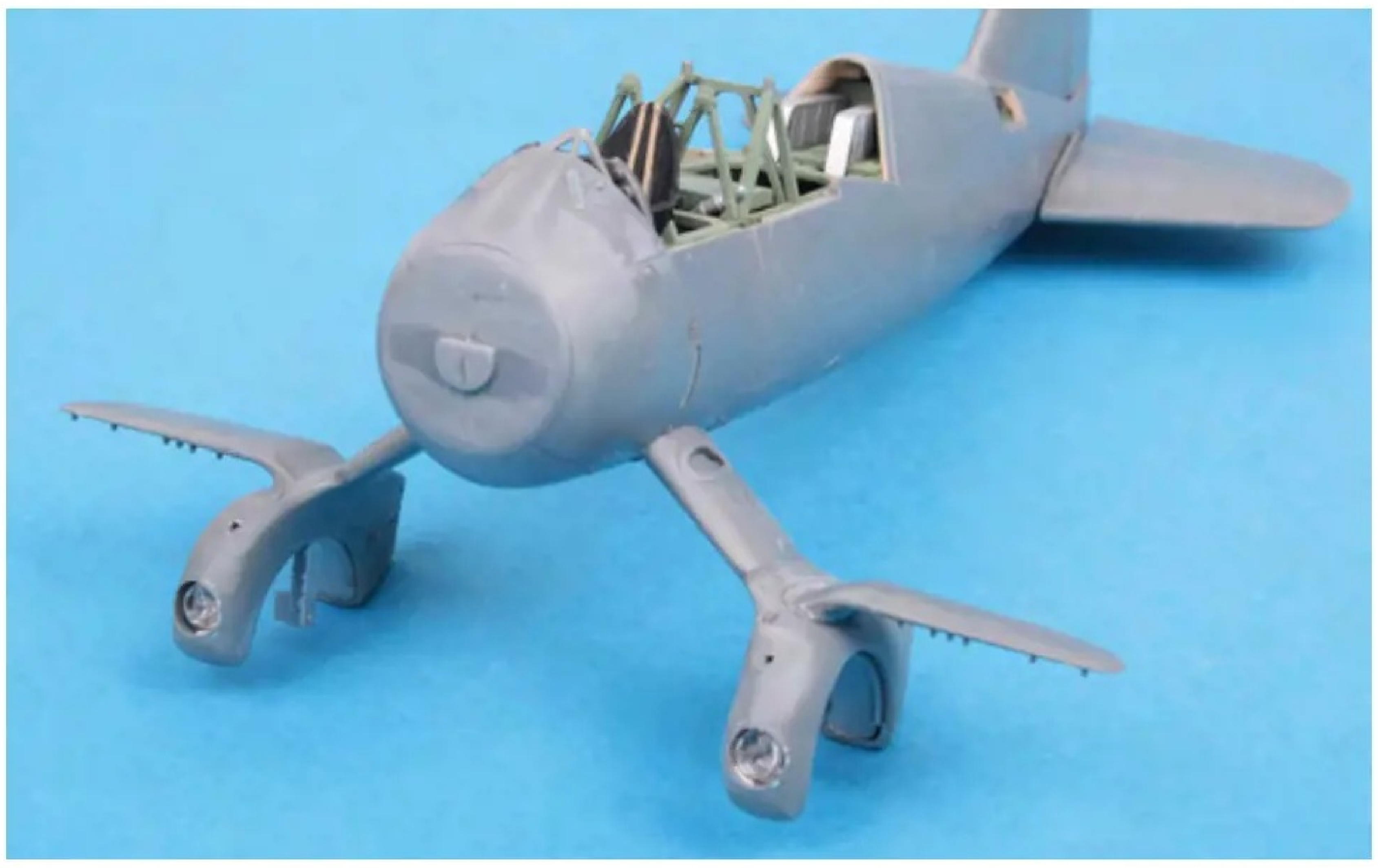
▲ It's clever how Airfix incorporates the lower halves of the wheel struts with the underbelly panel. Scheme B carries practice bombs under the rear fuselage.



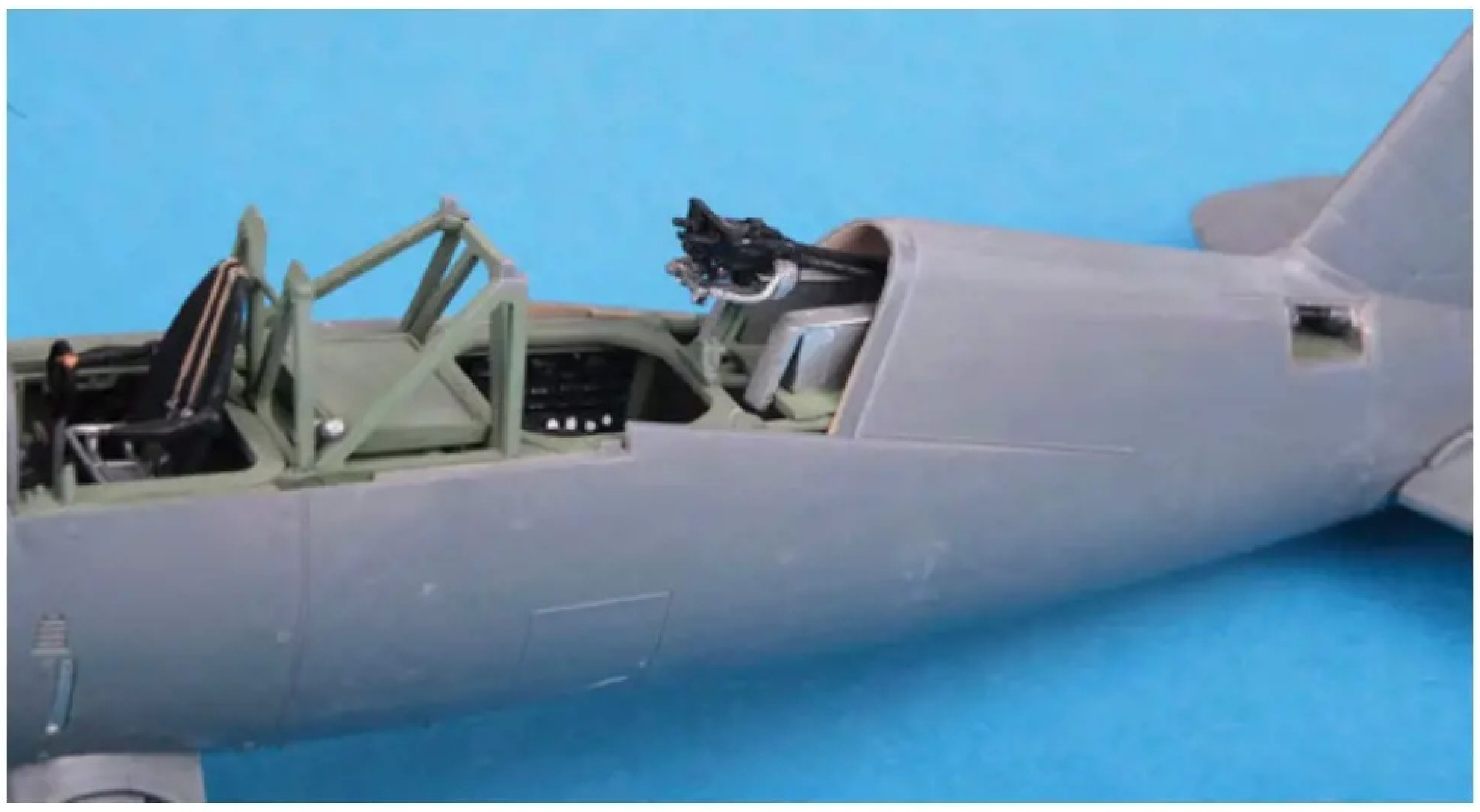
▲ Here are the wheel housing parts for Scheme B, which do not feature the side covers.



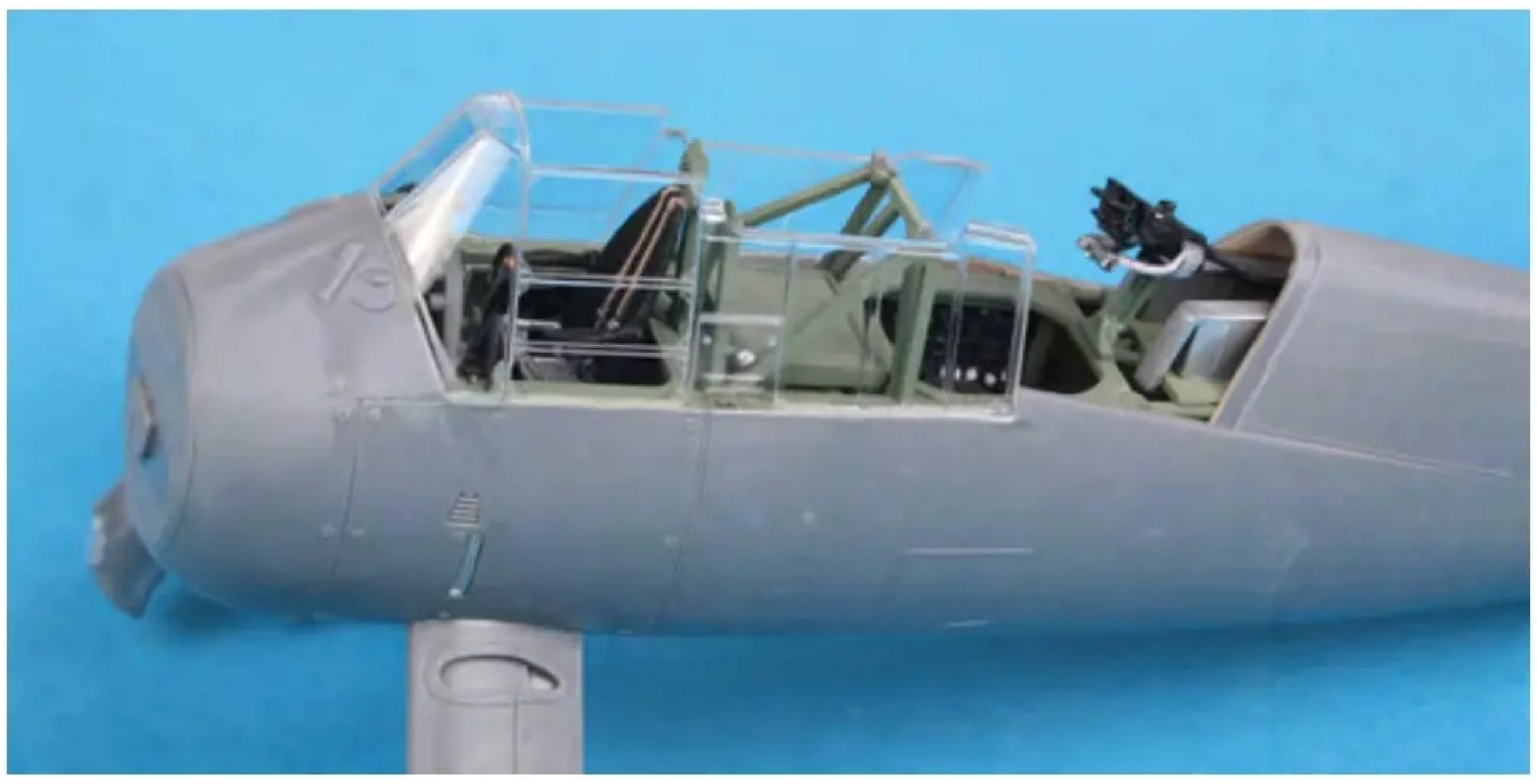
▲ It's useful having the wheel hubs moulded separately to the tyres as it makes painting easier.



▲ Stub wings attached, along with the landing lights in the wheel housings.



▲ The chosen colour scheme meant employing twin .30 cal Browning machine guns, which feature ammunition feeds.

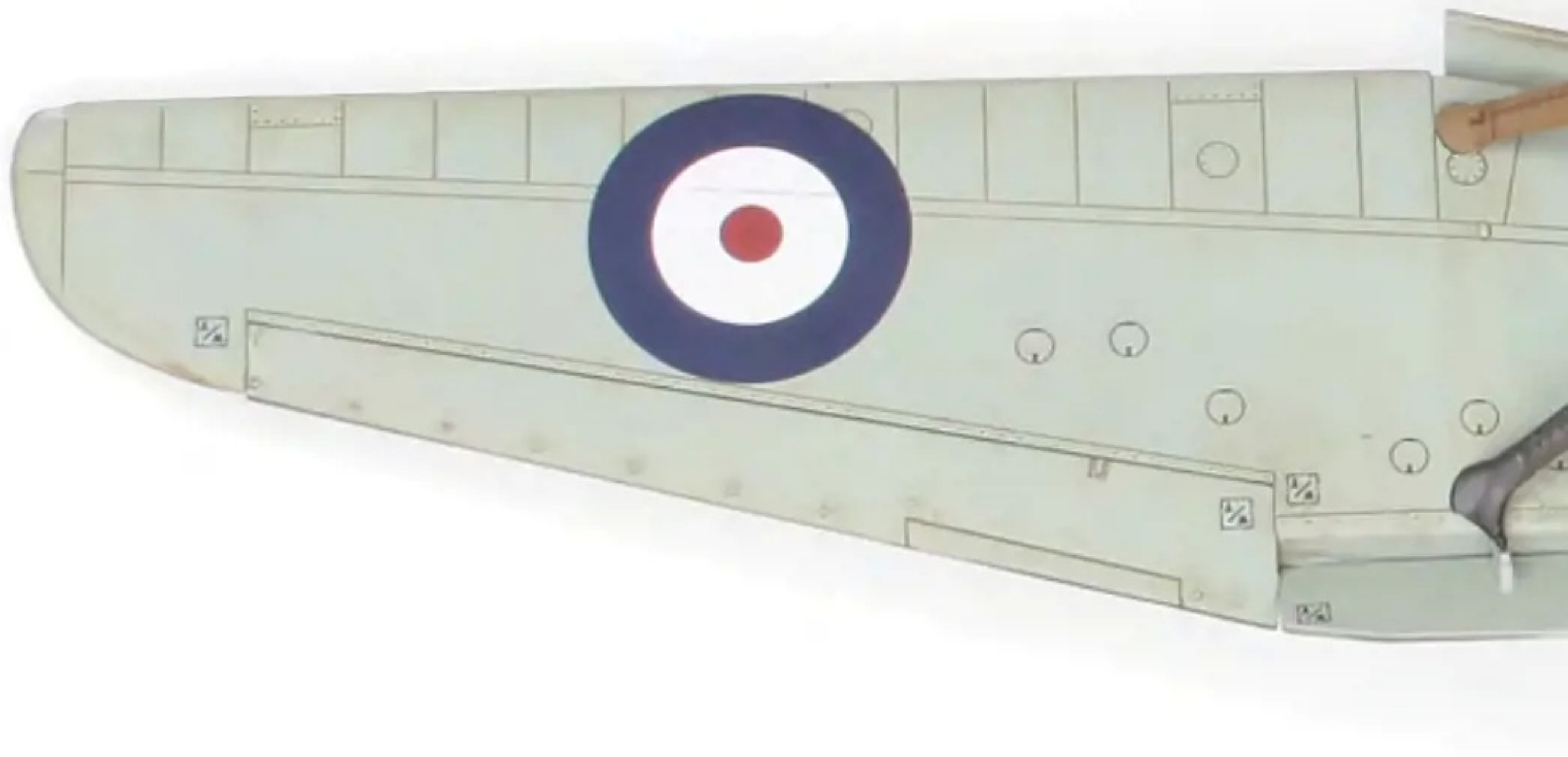


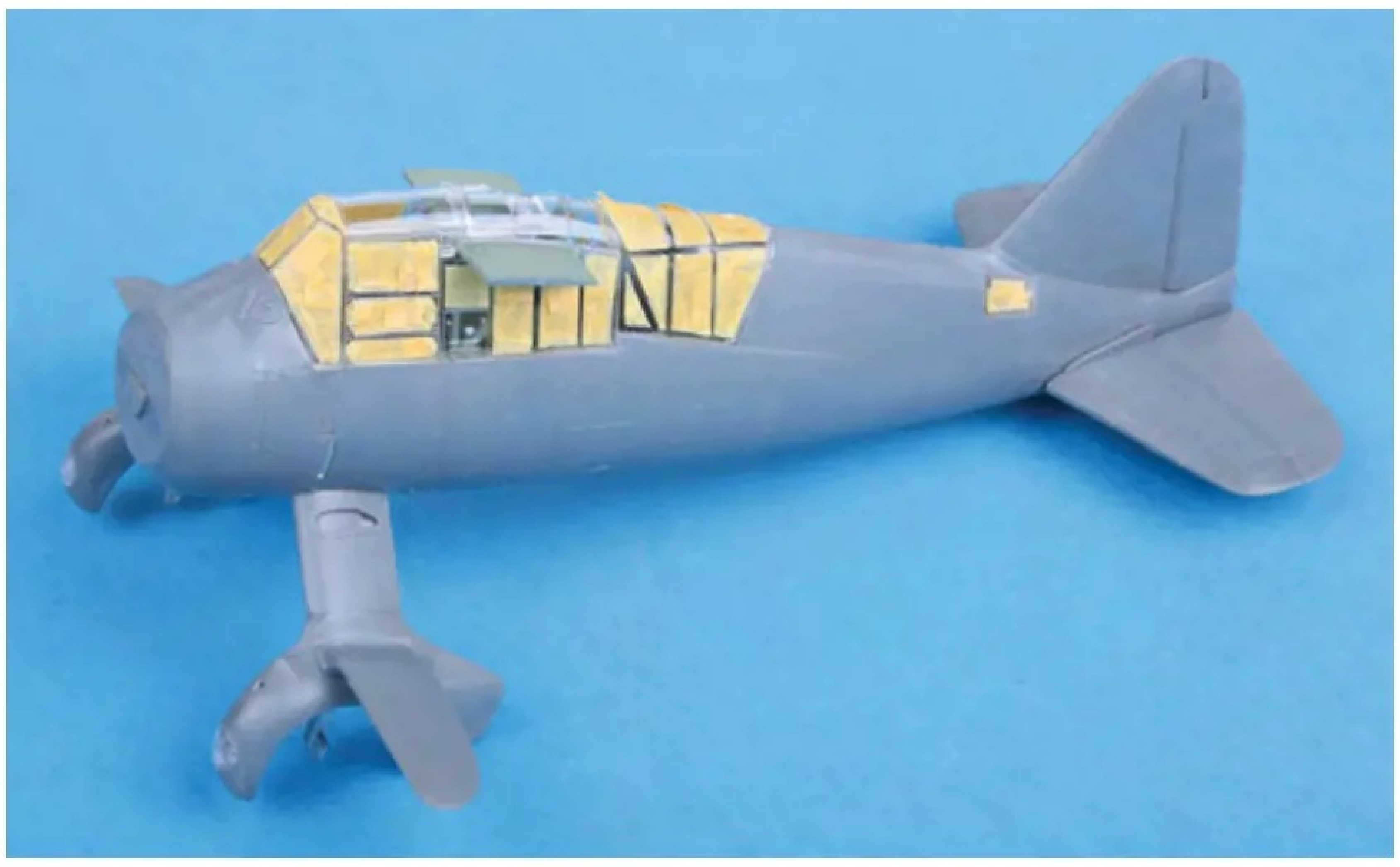
▲ Airfix's cockpit glazing fitted superbly and was admirably clear – allowing much of the cockpit detail to be viewed easily even with closed canopies.

any filler (or perhaps none at all) would be necessary... just light sanding and polishing. The instrument panel cover and underbelly panel (plus the outer undercarriage stem halves) were attached next and the same stellar fit was experienced. Then came the horizontal stabilisers which, as mentioned, can be fitted in flight mode, or for take-off and landing – I chose the latter as it would be displayed as if on terra firma. There's a neat sleeve join for these parts, ensuring positive attachment. Fitting of the rudder followed, along with the under-fuselage mounting plate for the practice bombs, before the undercarriage units could be tackled. Note that just a tiny swipe of filler was necessary on the front join of the practice-bomb panel.

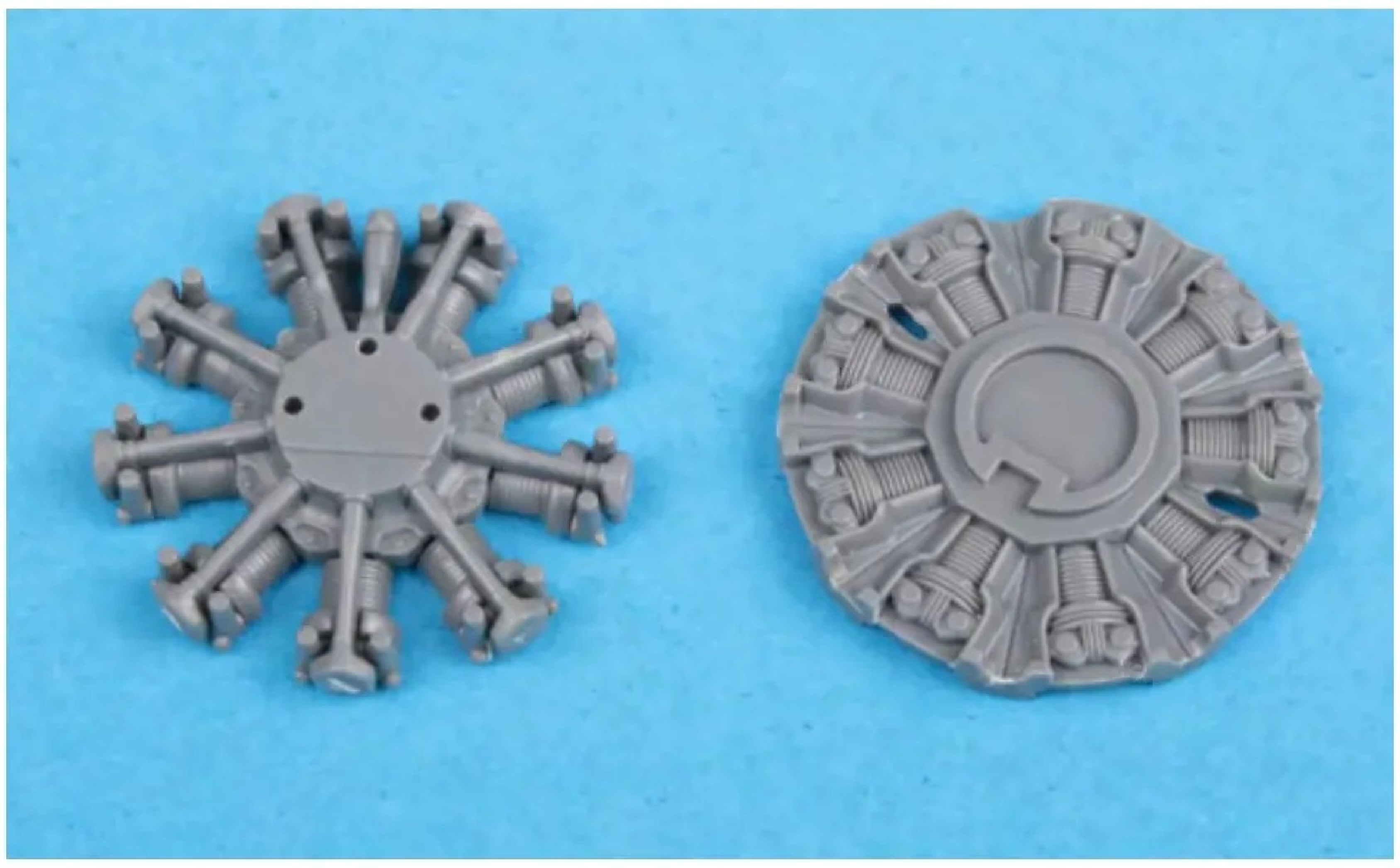
Pair of 'boots'

Airfix provides each wheel housing in three main parts, plus a clear landing light lens and cover, and there's a side cover for use with the Scheme A airframe. One half of each spat needed a flashed-over notch clearing, which was done with a scalpel. The stub wings relevant to Scheme B were also attached before the full assemblies were joined to the airframe stubs. It's at this juncture that the instructions show assembly of the well-moulded crew figures, but I opted not to fit them. However, I did want the machine-gun armament so, in line with the Scheme B airframe, the two .30 cal Brownings and their ammunition feeds were built, painted matt black and Flat Aluminium respectively, then fitted to the rear cockpit. A hint of metallic dry-brushing was added to the guns, to accentuate the worthy detail, which included slots on the cooling jackets. The muzzles are solid but can be drilled if desired. Note that I opted for closed-canopy format here, to expedite the build ahead of the looming deadline. All cockpit glazing was duly attached (and fitted perfectly) before receiving the necessary

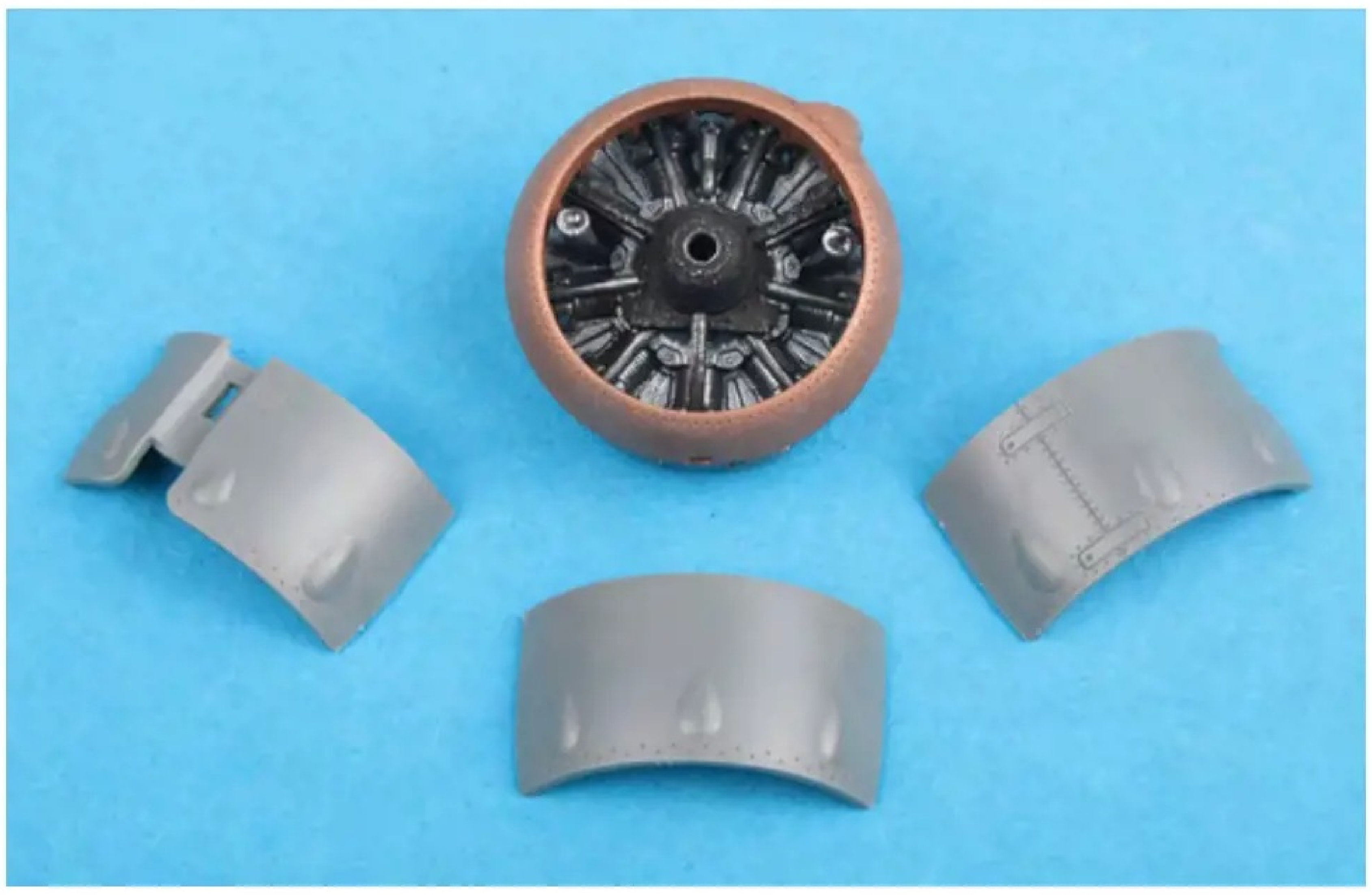




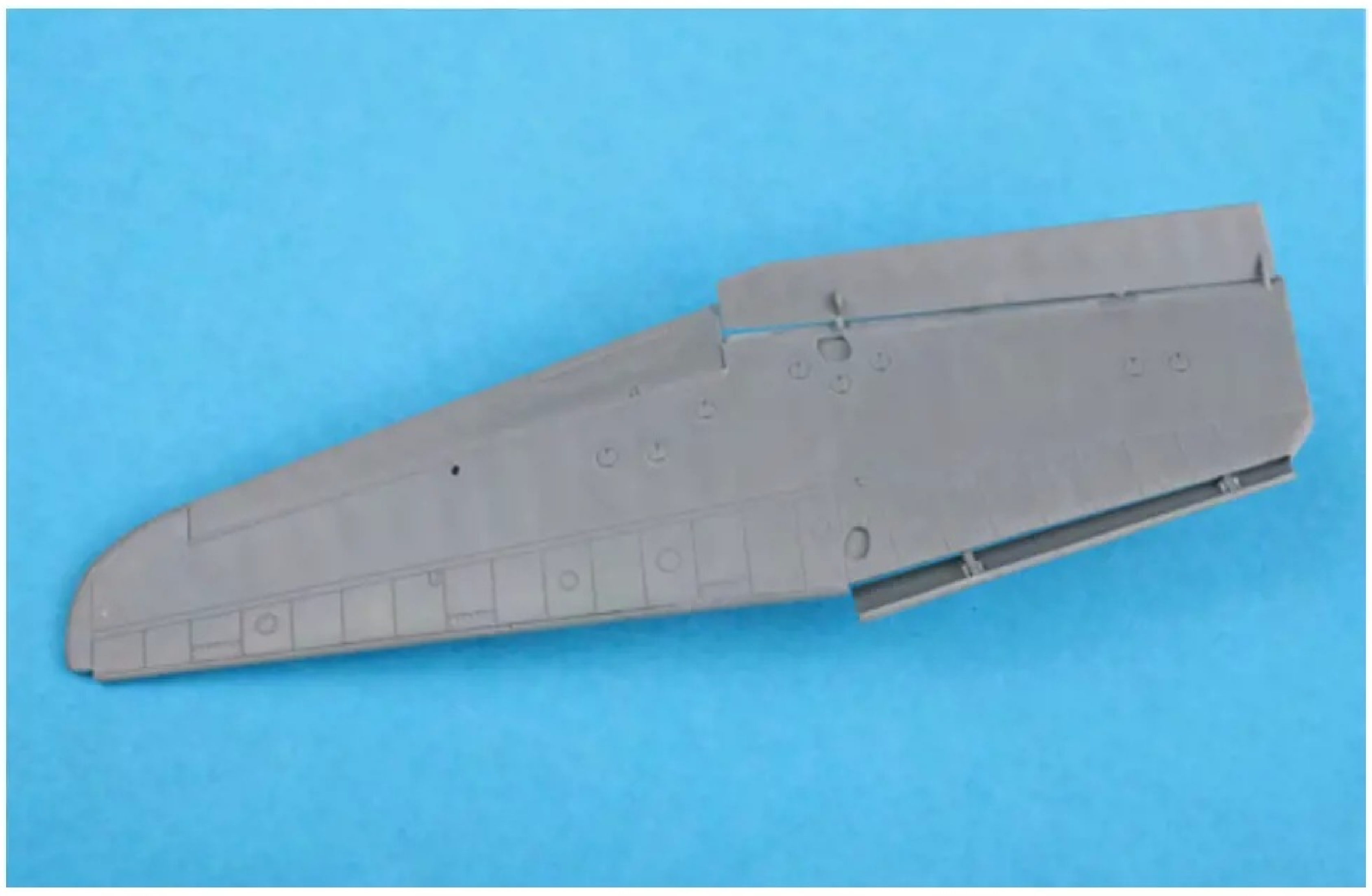
▲ As this was a surprise release, no aftermarket canopy masks were available... which meant much cutting of tape and use of Maketar masking elements.



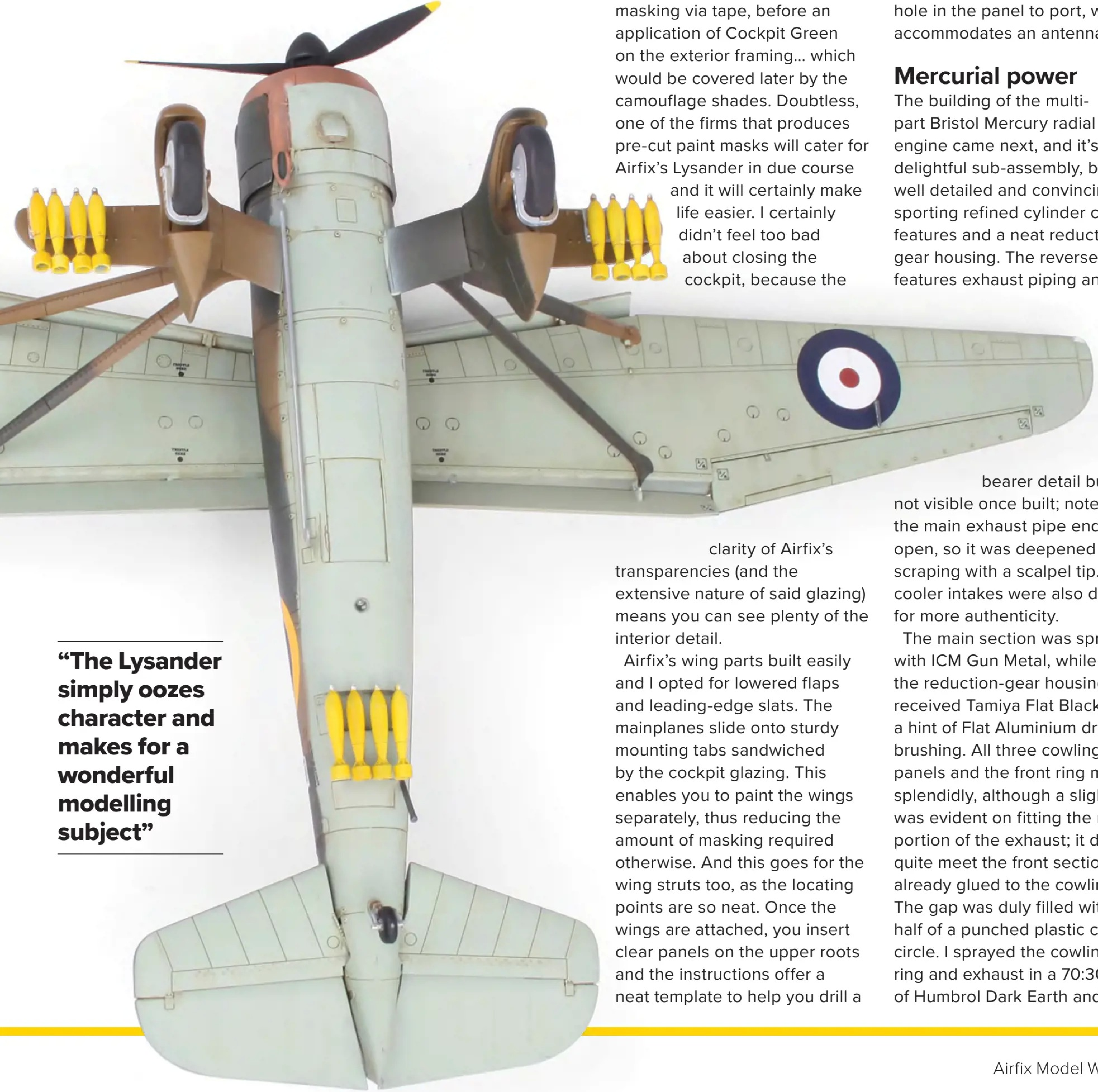
▲ A separate valve push-rod array fits over the front cylinder casing part (left), but the engine rear piece is also shown here.



▲ The powerplant looks convincing once painted and fitted to the cowling ring. Three separate cowling panels were provided and fitted superbly.



▲ It was decided to portray the inboard leading-edge slats – and flaps – in the deployed position... you can depict them closed if desired.



masking via tape, before an application of Cockpit Green on the exterior framing... which would be covered later by the camouflage shades. Doubtless, one of the firms that produces pre-cut paint masks will cater for Airfix's Lysander in due course and it will certainly make life easier. I certainly didn't feel too bad about closing the cockpit, because the clarity of Airfix's transparencies (and the extensive nature of said glazing) means you can see plenty of the interior detail.

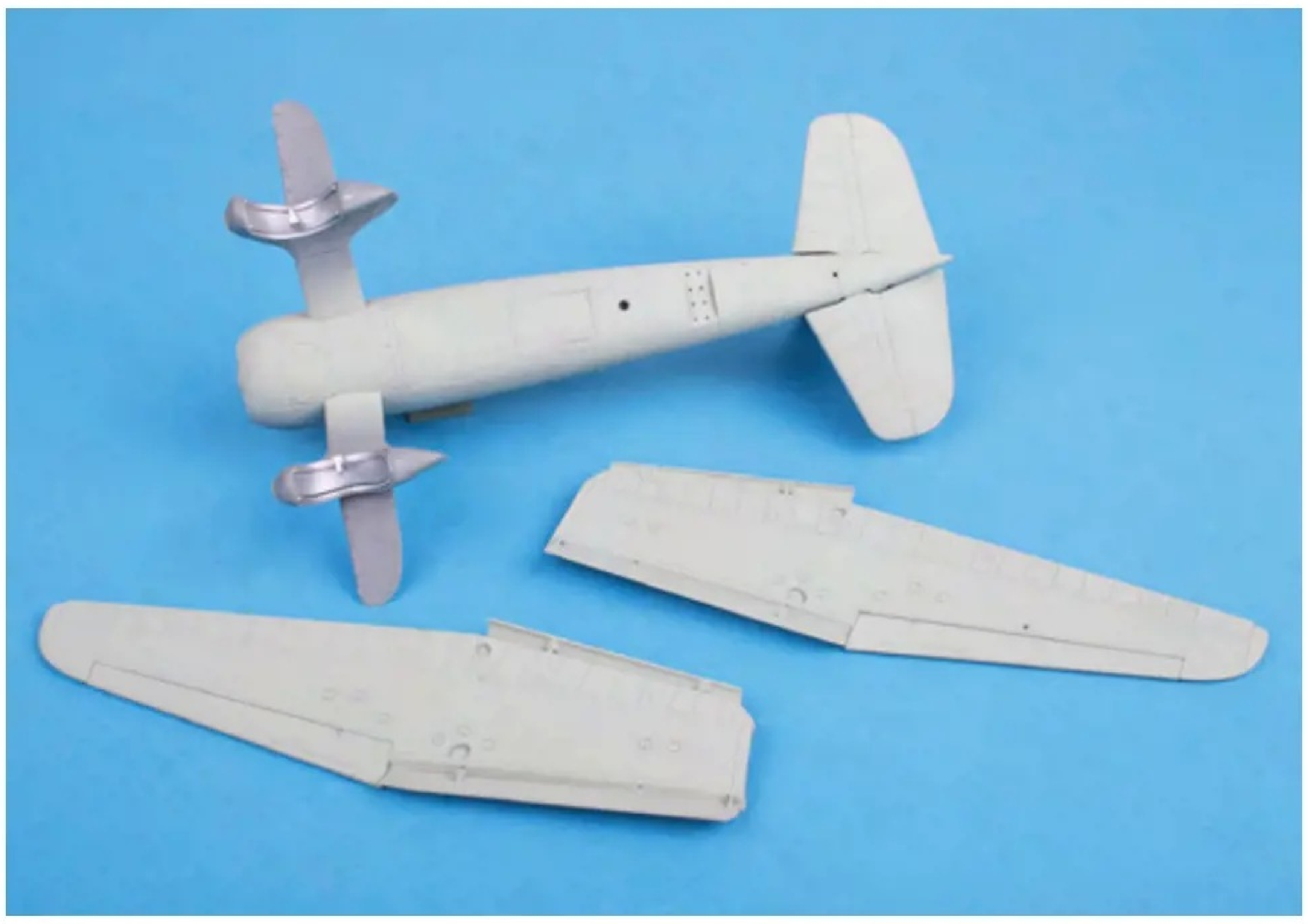
Airfix's wing parts built easily and I opted for lowered flaps and leading-edge slats. The mainplanes slide onto sturdy mounting tabs sandwiched by the cockpit glazing. This enables you to paint the wings separately, thus reducing the amount of masking required otherwise. And this goes for the wing struts too, as the locating points are so neat. Once the wings are attached, you insert clear panels on the upper roots and the instructions offer a neat template to help you drill a hole in the panel to port, which accommodates an antenna.

Mercurial power

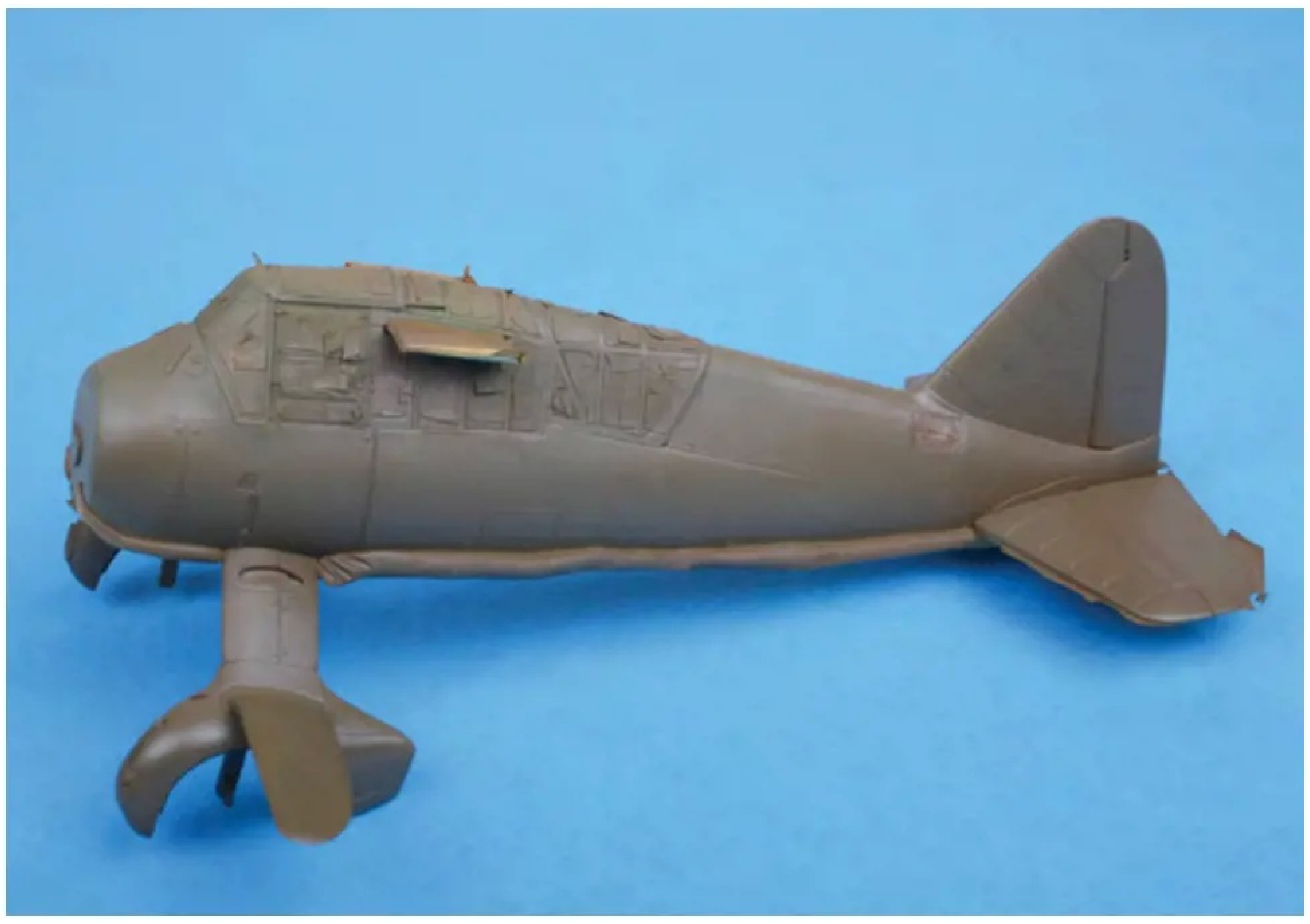
The building of the multi-part Bristol Mercury radial engine came next, and it's a delightful sub-assembly, being well detailed and convincing, sporting refined cylinder casing features and a neat reduction-gear housing. The reverse features exhaust piping and bearer detail but it's not visible once built; note that the main exhaust pipe end is not open, so it was deepened by scraping with a scalpel tip. Oil-cooler intakes were also drilled for more authenticity.

The main section was sprayed with ICM Gun Metal, while the reduction-gear housing received Tamiya Flat Black and a hint of Flat Aluminium dry-brushing. All three cowling panels and the front ring mated splendidly, although a slight gap was evident on fitting the rear portion of the exhaust; it didn't quite meet the front section already glued to the cowling. The gap was duly filled with one half of a punched plastic card circle. I sprayed the cowling ring and exhaust in a 70:30 mix of Humbrol Dark Earth and

"The Lysander simply oozes character and makes for a wonderful modelling subject"



▲ The first main colour to be airbrushed was Tamiya Sky, on the wing and fuselage undersides.



▲ Dark Earth was replicated with SMS's lacquer paint, which sprayed beautifully straight from the bottle.

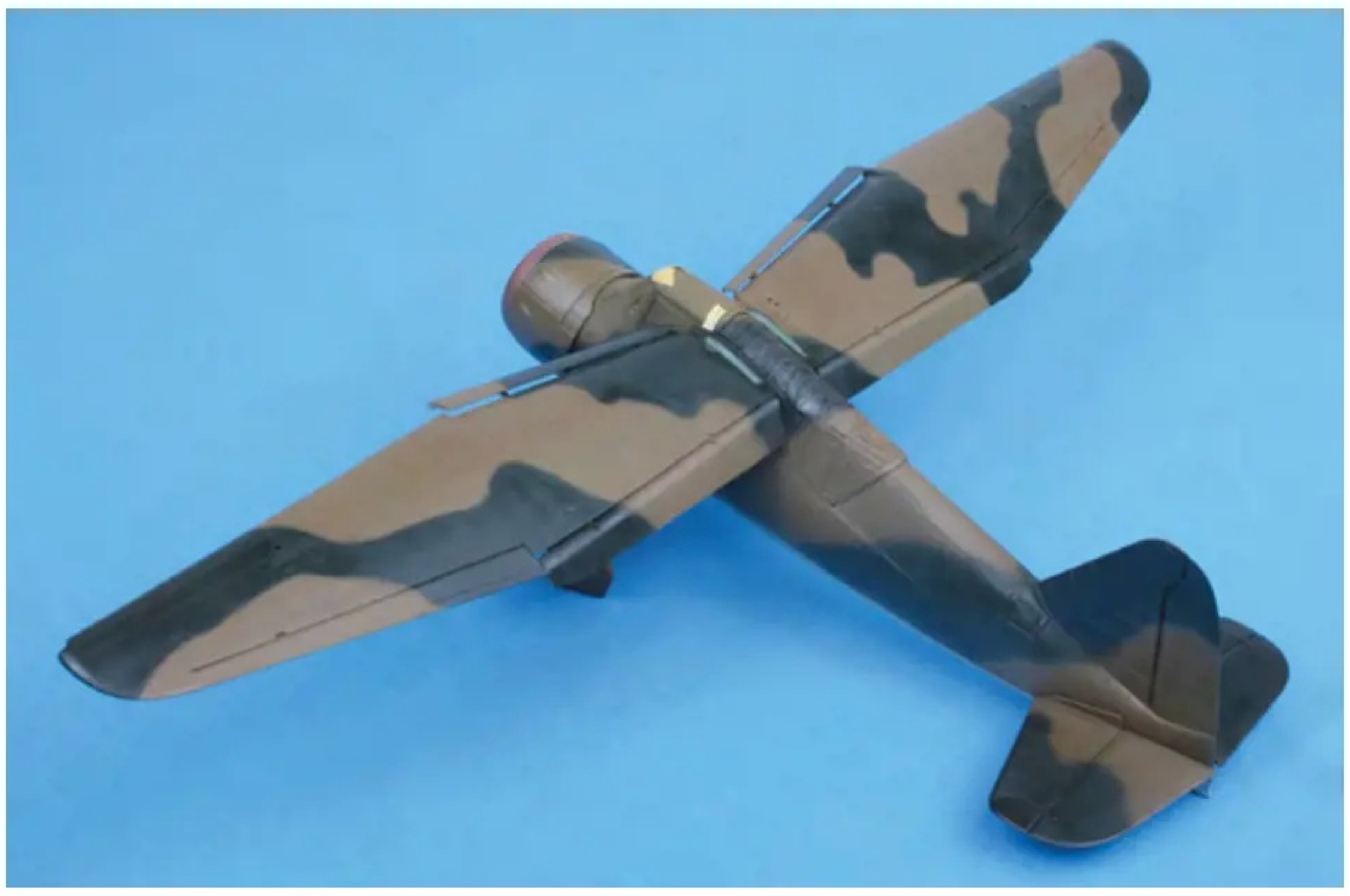
Copper, and chose to fit the closed cowling flap array.

Gaining colour

Painting the camouflage began with Tamiya Sky being airbrushed on the wing and fuselage undersides. Tape and White Tack were used for masking, and the clear lamps in the wheel housings were protected with tape circles produced by a DSPIAE circle cutter. The wings had their clear root inserts attached and masked, and then RAF Dark Earth from SMS was airbrushed. Once dry, White Tack 'worms' were employed on the wings to set the pattern for the RAF Dark Green, also from SMS. Both shades sprayed beautifully, no thinner being needed. I considered using 'worms' and tape to mask the still-separate fuselage, but then in an uncharacteristic fit of bravery when it comes to airbrushing, I opted to freehand the Dark Green as it would expedite the proceedings considerably – and was easier without the wings in place. Once the camouflage was dry, several layers of Mr. Color UV Cut GX gloss varnish – mixed 30:70 respectively with the same firm's Leveling Thinner – were sprayed… and then then it was time for decals. These performed impeccably and adhered to all raised and recessed detail well, with the occasional use of Micro Set solution.

Once any decal adhesive and setting solution residue was wiped away with water-moistened kitchen paper, another coat of the same gloss varnish was applied, in preparation for a panel-line wash. This was simply made from Winsor & Newton Raw Umber oil paint, mixed with enamel thinner, and applied fairly carefully with a fine paint brush. Excess was wiped away with a piece of cloth.

Matt varnish (VMS Varnish HD XXL Matt) followed to dull the finish somewhat, then it was time to attach the wings and struts permanently, and attach smaller details. These included the gun-sight post, underwing pitot, aerial posts, message hook and overwing camera gun – that last item being pained matt black. The propeller and spinner were also painted accordingly and



▲ A mixture of White Tack 'worms' and freehand airbrushing helped to complete the camouflage. The Dark Green was also from SMS.

MATERIALS AT A GLANCE

Humbrol (https://uk.humbrol.com)
12 Copper
29 Dark Earth
33 Matt Black
78 Cockpit Green

ICM (wwww.hannants.co.uk)
1027 Gun Metal

Mr. Color (www.albionhobbies.com)
UV Cut GX gloss varnish

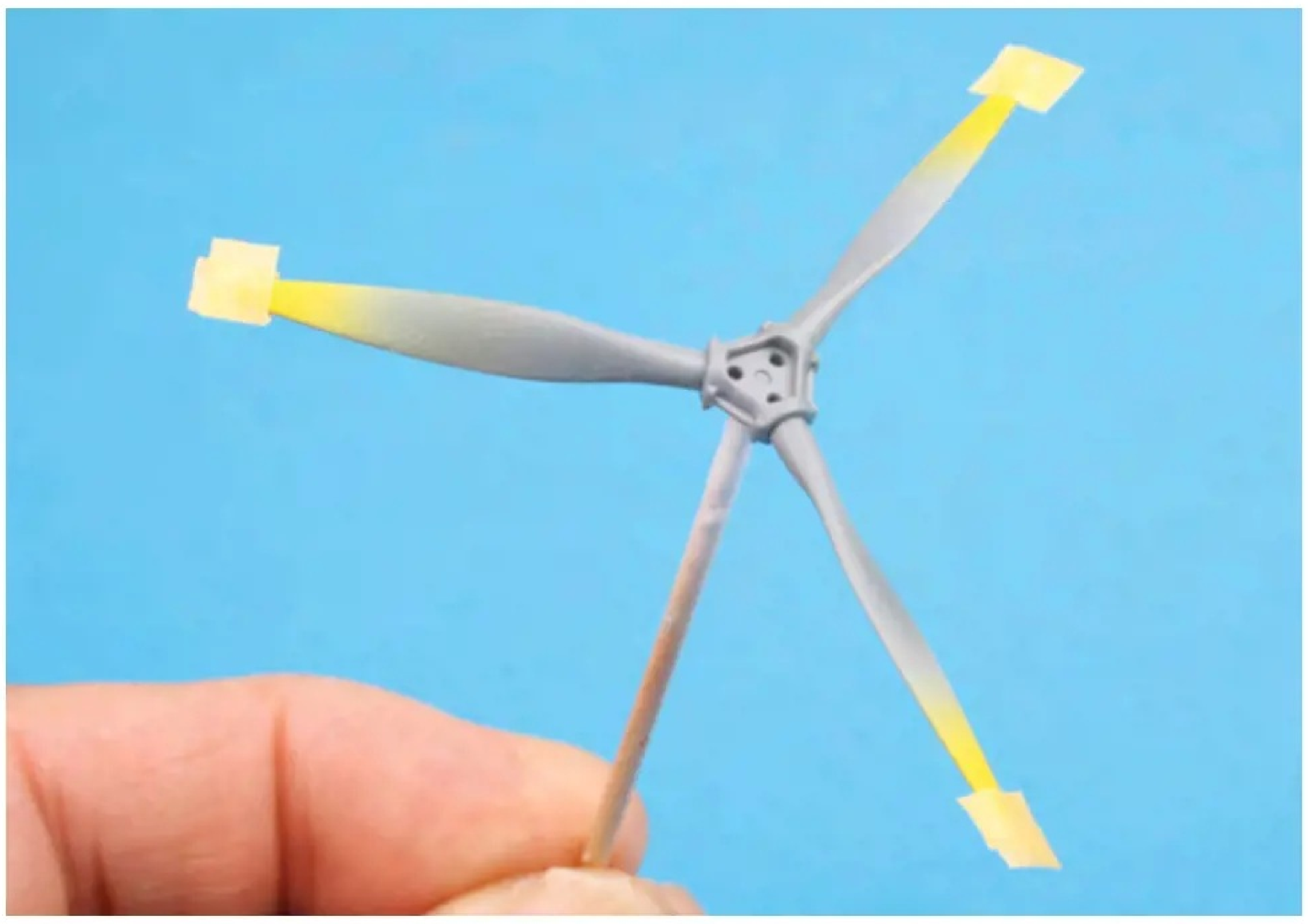
SMS (www.albionhobbies.com)
RAF Dark Earth
RAF Dark Green

Tamiya (www.hobbyco.net)
XF-1 Flat Black
XF-21 Sky
XF-56 Flat Aluminium

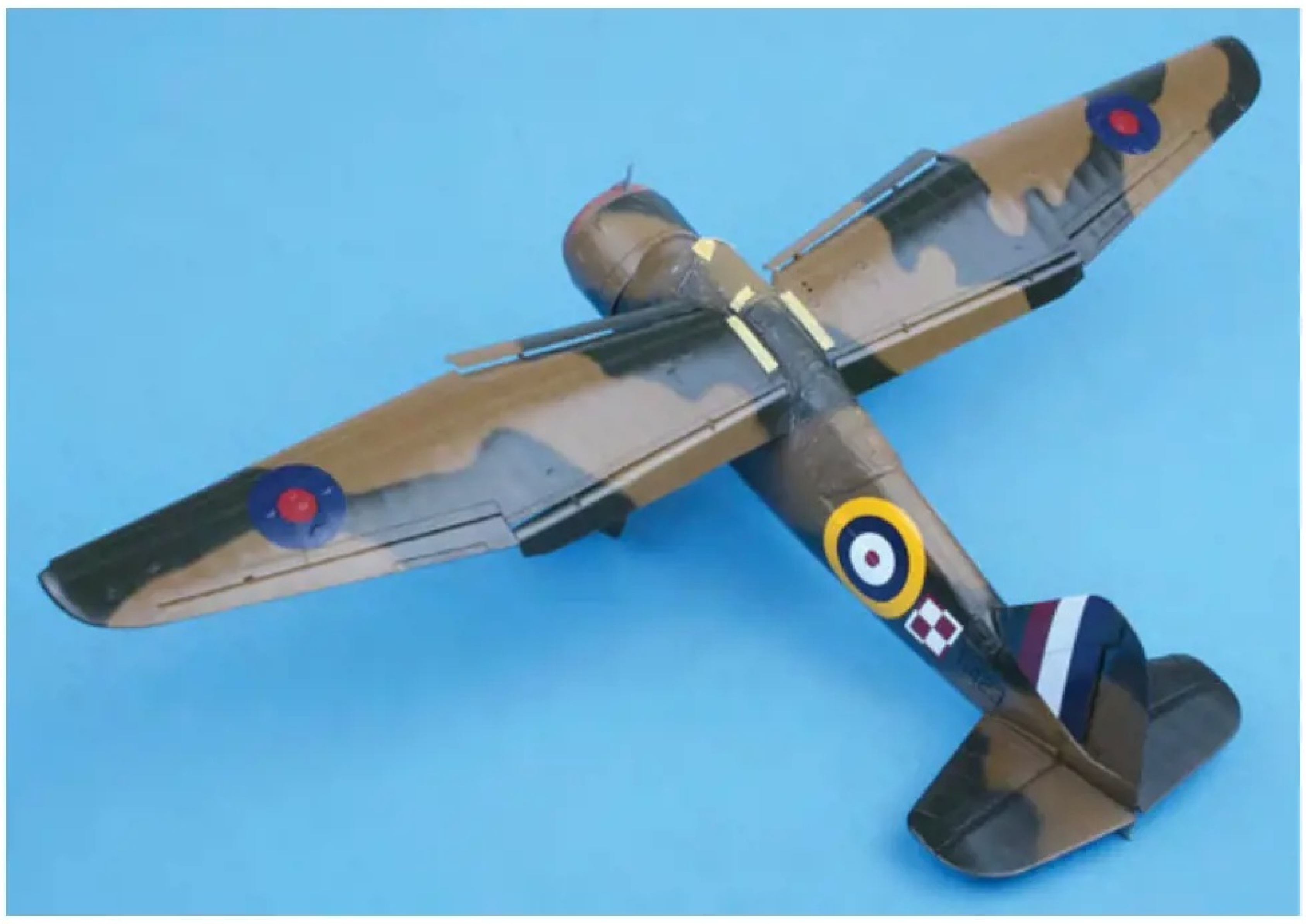
Vallejo (www.creativemodels.co.uk)
71.002 Yellow

VMS (www.albionhobbies.com)
Varnish HD XXL Matt

Airbrush cleaning
Mr Hobby Mr. Tool R
(www.albionhobbies.com)
Vallejo Airbrush cleaner
(www.creativemodels.co.uk)
Enamel thinner



▲ Propeller painting involved spraying white on the tips, followed by Vallejo Yellow, before masking tape was added ahead of spraying the blades black.



▲ Airfix's decals were printed beautifully and an absolute joy to use. Micro Set solution helped them adhere to the raised and recessed detail.

attached, and the cockpit and wheel-housing light cover masks were removed.

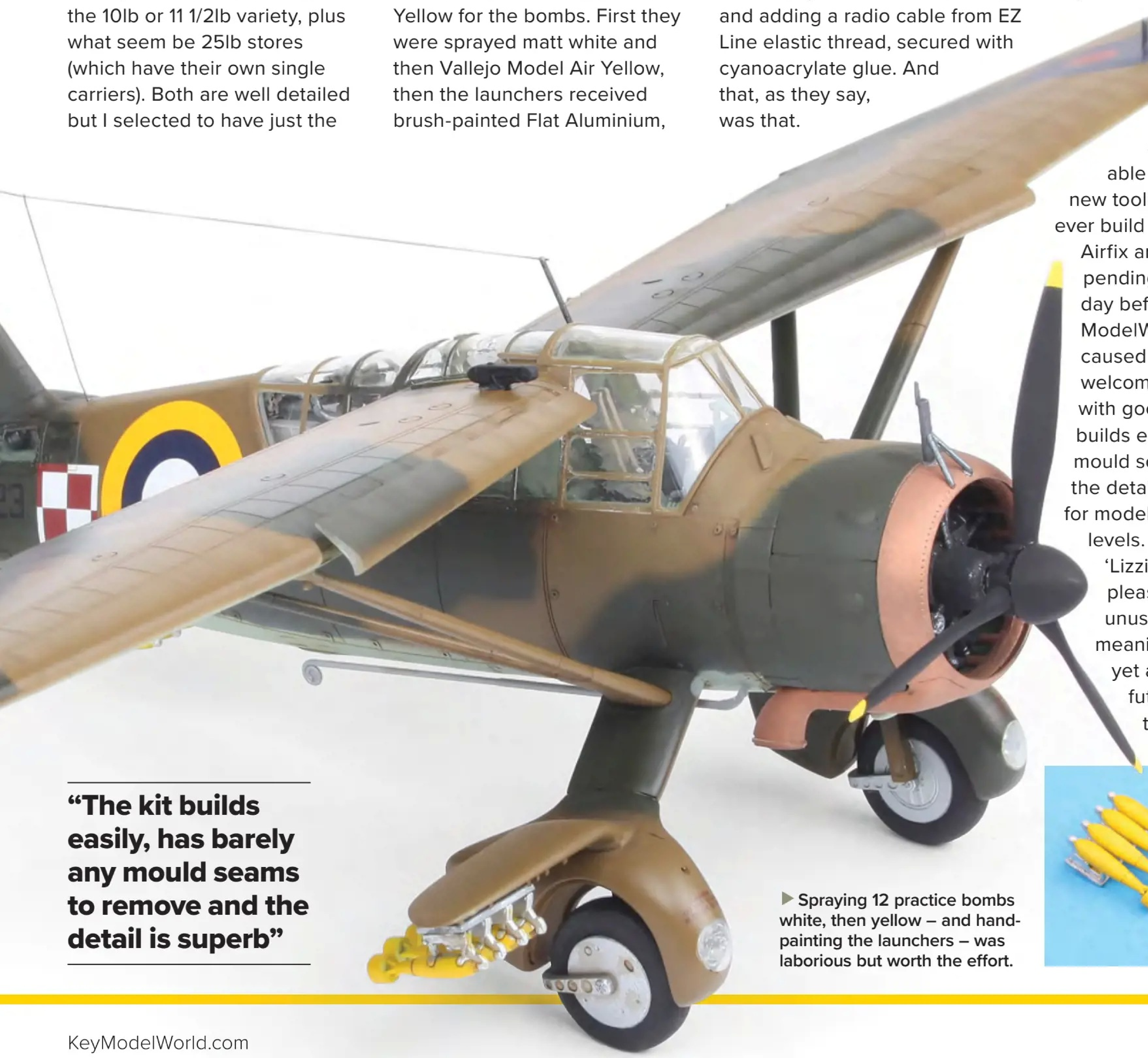
Training ordnance

Airfix provides what appear to be practice bombs – 12 of the 10lb or 11 1/2lb variety, plus what seem be 25lb stores (which have their own single carriers). Both are well detailed but I selected to have just the smaller versions fitted and they have the launchers moulded in situ. Note the tail units of the smaller weapons are solid at the rear, so I chose to drill the rear ends for greater fidelity. The instructions state Trainer Yellow for the bombs. First they were sprayed matt white and then Vallejo Model Air Yellow, then the launchers received brush-painted Flat Aluminium, before being attached to their mounting 'boards', which had already been painted in Flat Aluminium. Closing tasks involved attachment of the wingtip lights after first painting the mating face Flat Aluminium, and adding a radio cable from EZ Line elastic thread, secured with cyanoacrylate glue. And that, as they say, was that.

Luscious indeed

It might not be the most glamorous aircraft, but the Lysander simply oozes character and makes for a wonderful modelling subject.

And it was certainly a privilege to be able to complete Airfix's new tooling as my first ever build of the type. The Airfix announcement of its pending release, aired the day before this year's Scale ModelWorld show at Telford, caused a proper stir and was welcomed by many – and with good reason. The kit builds easily, has barely any mould seams to remove and the detail is superb. It's a treat for modellers of varying skill levels. If you're a diehard 'Lizzie' fan, you'll also be pleased to know there are unused parts in the box… meaning we can expect yet another variant in the future. Ten out of ten, Airfix!



"The kit builds easily, has barely any mould seams to remove and the detail is superb"

▶ Spraying 12 practice bombs white, then yellow – and hand-painting the launchers – was laborious but worth the effort.

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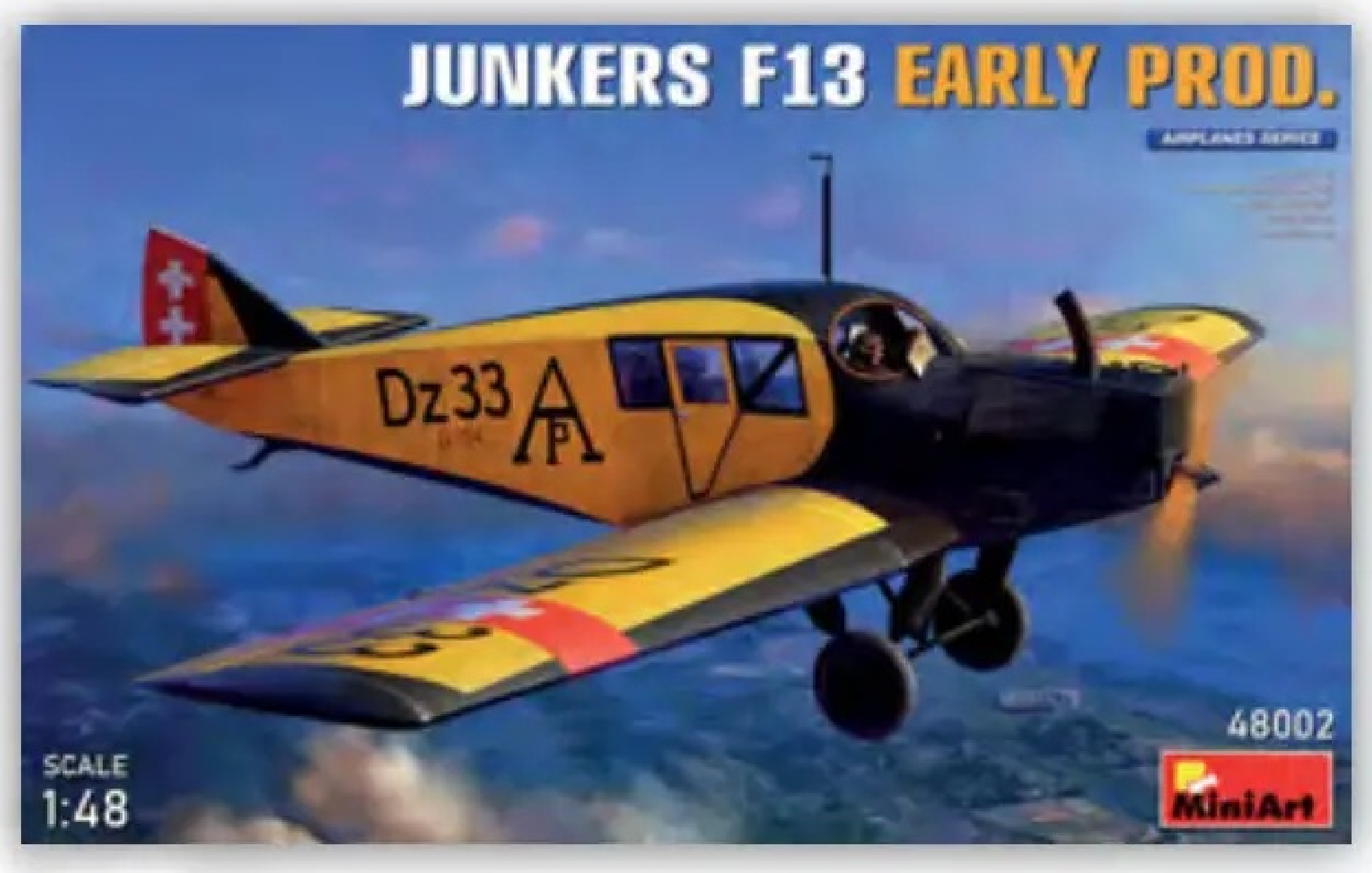
NEWS

Fans of 1/48 aircraft can read about Airfix's previously unannounced new-tool Westland Lysander Mk.I/III and Sea King HC.4. There are also extensive reports on competition entries and club models, plus trade unveilings at this year's IPMS(UK) Scale ModelWorld show. Modeller's who employ aftermarket decals can also learn about new sheets from the likes of Syhart, Model Art Decal System, Euro Decals, Mark I Models, Vingtor and Iliad Design. And if you favour aftermarket resin parts, there are reports on Blackbird Models' new 1/72 Meteor PR.10 conversion and CMK's superb wheels for Airfix's 1/35 Ferret scout car.


JUNKERS F13 EARLY PROD.
SCALE 1:48
48002
MiniArt

NEW RELEASES AND REISSUES

If you're looking for a fresh modelling project, our recent reviews include MiniArt's new-tool 1/48 Junkers F13, Special Hobby's 1/72 Martin B-12A bomber, the 1/25 *Stranger Things* Surfer Boy Pizza Van from Revell and Eduard's 1/72 Turbolet L-410UVP boxing. We also examine Special Hobby's reworked 1/48 CAC Boomerang, the new same-scale H-19A Chickasaw helicopter by AMP... and many others.

BUILD ARTICLES AND TECHNIQUES

If you're a Sabre fan, you'll enjoy our rendition of Airfix's new 1/48 F-86F with fresh markings, while those who prefer larger scales can see how Tamiya's 1/32 P-51D is converted to a two-seat warbird. Airfix's all-new 1/48 Westland Lysander Mk.I/III and Sea King HC.4 are built in full, as is The Tank Museum's debut 1/35 3D-printed kit, Little Willie. Motorsport fans get the full story on Beemax's 1/12 Lotus 99T, and if you favour jet fighters, other builds include Fine Molds' just-released 1/72 Japanese F-15J Eagle.

HYPERSONIC models
NF-104A Conversion Set
HMR 48061
Contains:
• 3D printed resin parts
• Injection moulded plastic parts
• Turned brass pitot boom (by Master Model)
• Caracal Models CD48233 decals
Kinetic F-104G kit not included

ACCESSORIES AND REFERENCE

There's a feast of aftermarket products and books; these include Hypersonic Models' new 1/48 NF-104A Starfighter conversion, Eduard's 1/72 F-4 Phantom deployed braking parachute and the 1/72 Norwegian Sea King Update Set by Air-Craft Models. Superb references examined recently are Crécy's new book on the F7U-3 Cutlass, Blackbird Models' photo book on the Westland Whirlwind helicopter and European Airlines' *Pulp Fiction Fighters*... an inspiring study of 1930s aircraft in Latin America.

For more information please visit

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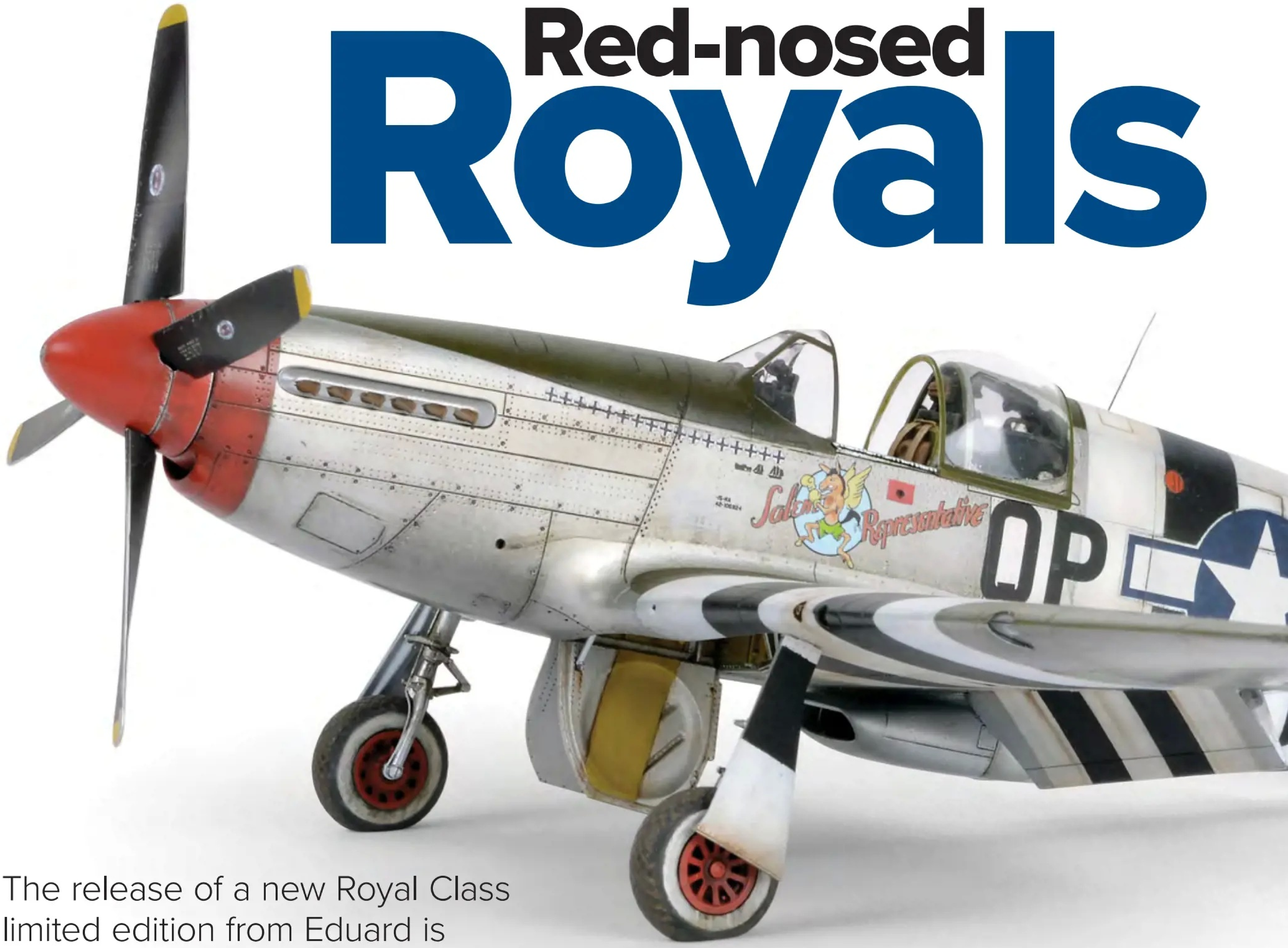
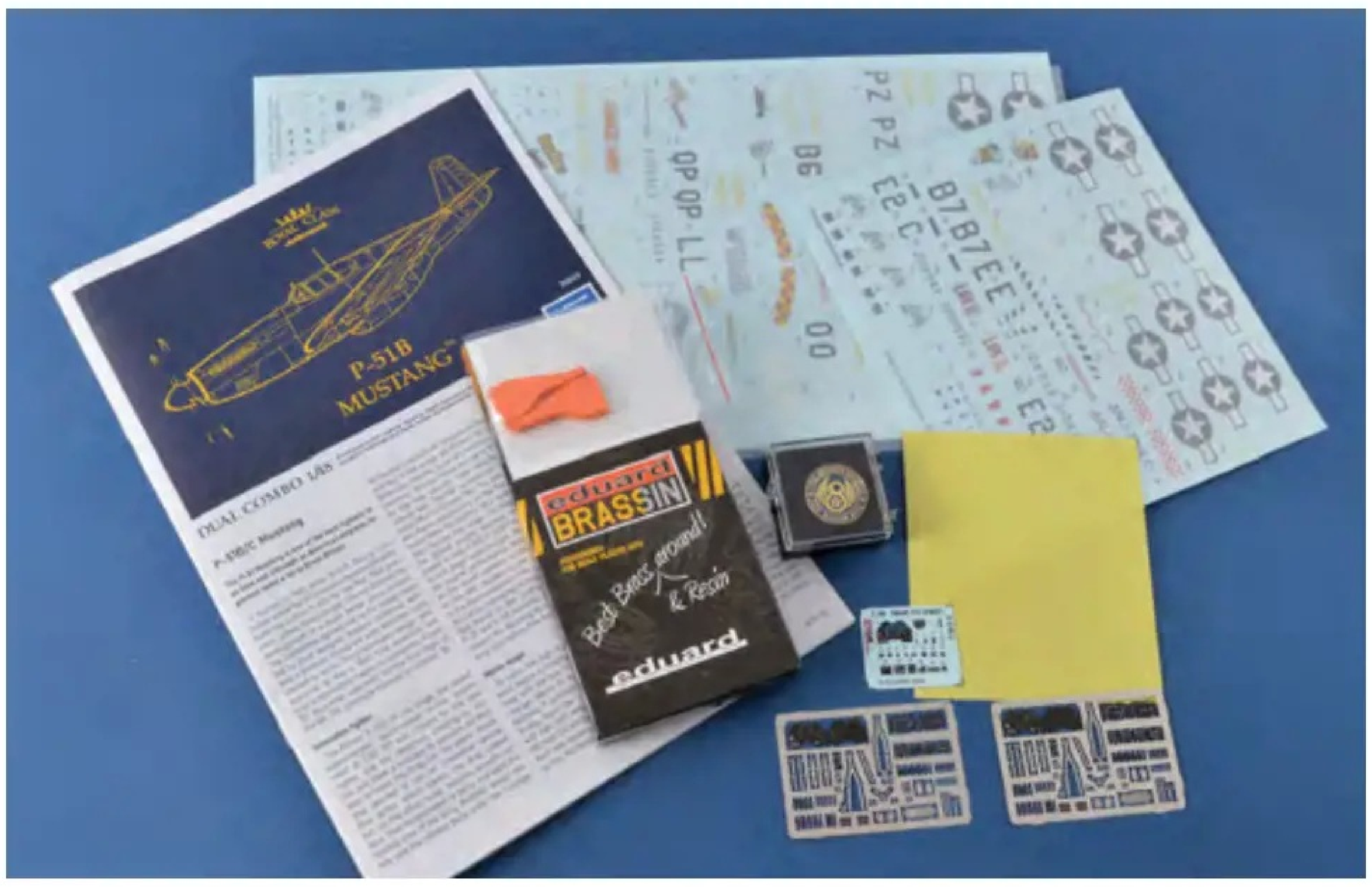
024/25

Red-nosed Royals



The release of a new Royal Class limited edition from Eduard is always exciting, and not even wild horses were going to prevent **Jay Blakemore** from getting his hands on its P-51B Mustang



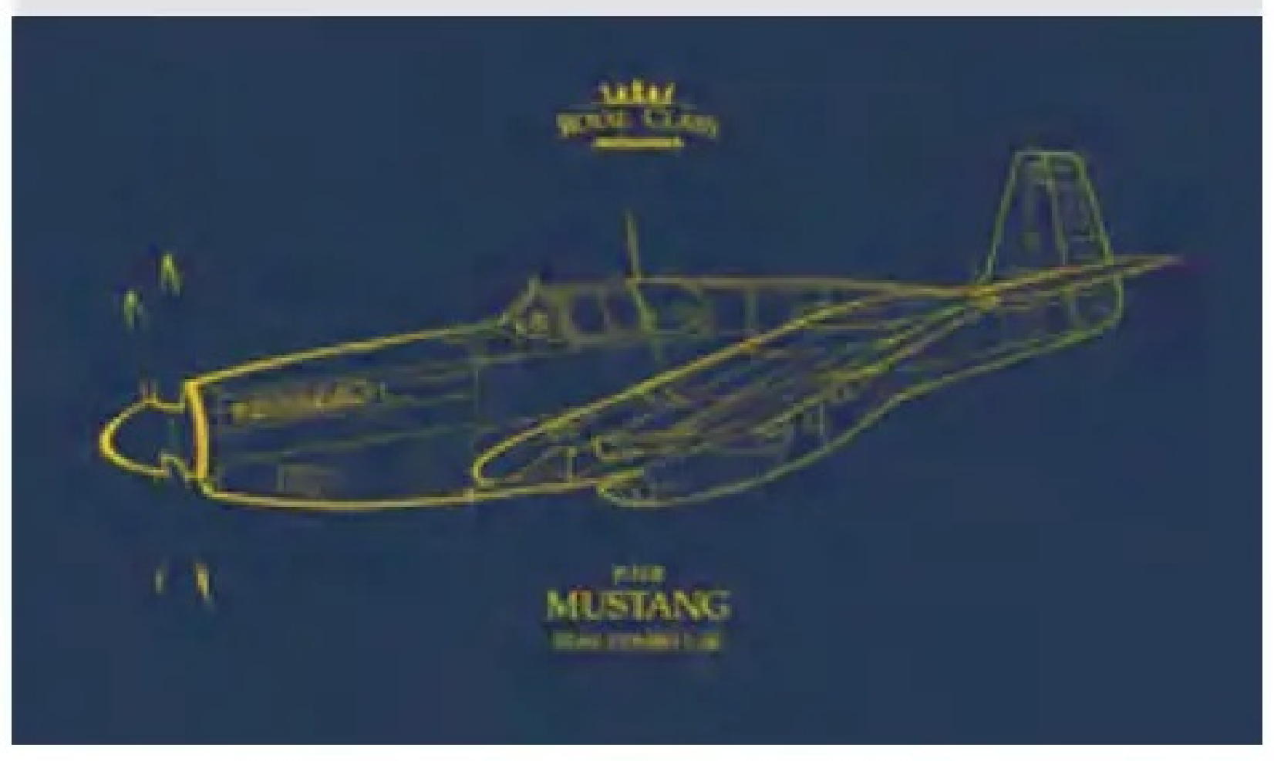
▲ Besides two kits' worth of styrene parts, Eduard also provides a pair of colourful decal sheets, wheel-bay masks, resin parts, a masking set, two pre-painted PE frets, a 3D-printed decal sheet, plus an enamel pin badge.

Eduard's introduction of a new-tool early Mustang resulted in the simultaneous release of two exciting debut P-51B Mustang dual-combo sets.

The first was a D-Day special featuring schemes for ten aircraft, all resplendent in black and white-striped livery, while the second – and subject of this article – was a limited-edition Royal Class release. Included within the impressively proportioned dark blue and gold box were all the Overlord decal options plus four others, two of which were devoid of D-Day markings. Also included were pre-coloured photo-etched (PE) metal frets, self-adhesive canopy and wheel masks, a pair of bright orange, foam wheel bay masking inserts, plus a single example of Eduard's 3D-printed instrument panel set. A selection of resin parts (housed in a separate cardboard box) included two styles of seat, shrouded and unshrouded exhausts plus wheels with weighted tyres. Collectables comprised an Eighth Air Force pin badge and

MODEL SPEC

Royal Class P-51B Mustang Dual Combo
By: Eduard
Stock Code: R0019
Scale: 1/48
Price: £64.95
Available from: Eduard stockists

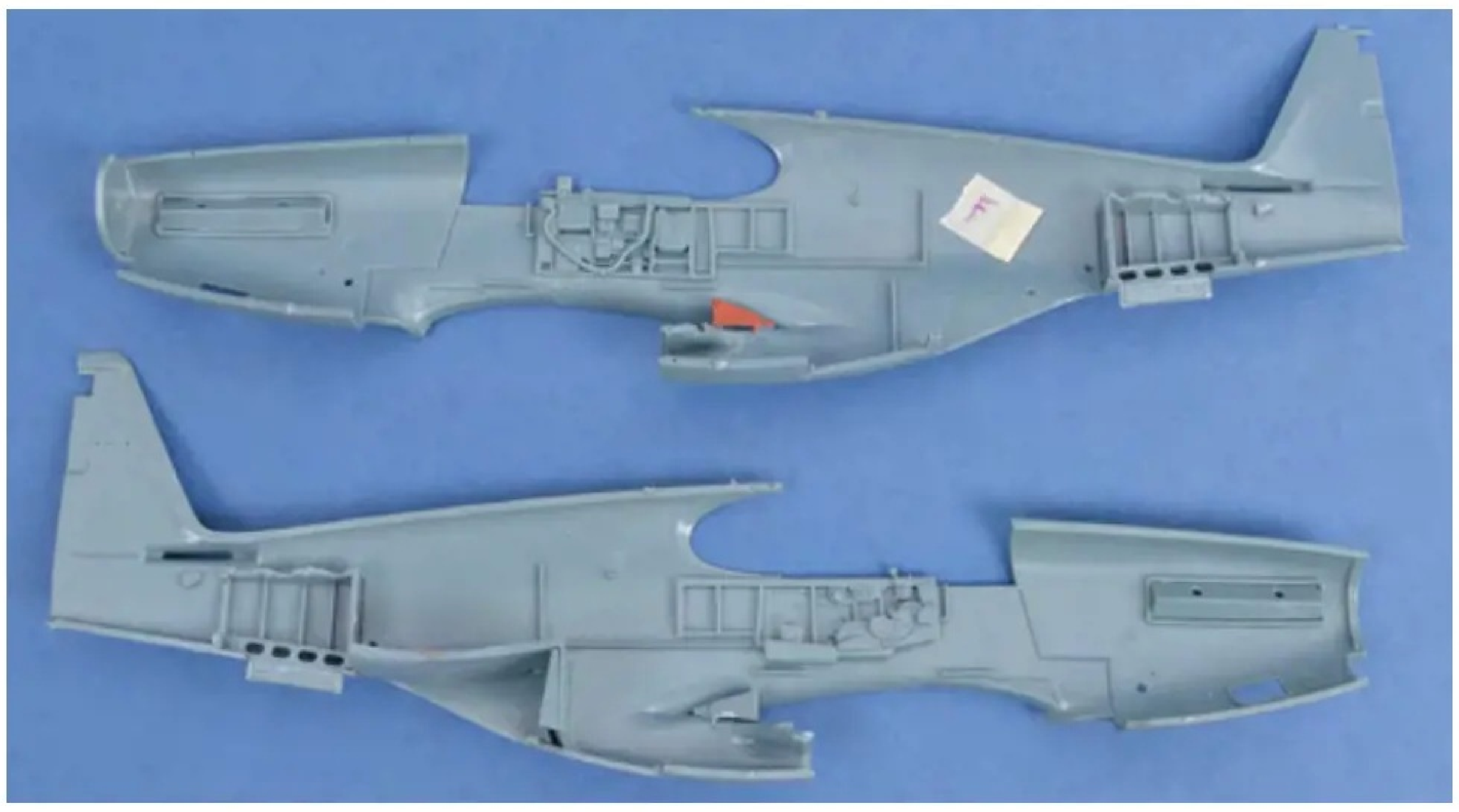


a rolled fine art print featuring artwork by Piotr Forkasiew. Parts were distributed across 12 grey-coloured runners, while the four crystal-clear transparent frames were shrouded in protective foam wrapping.

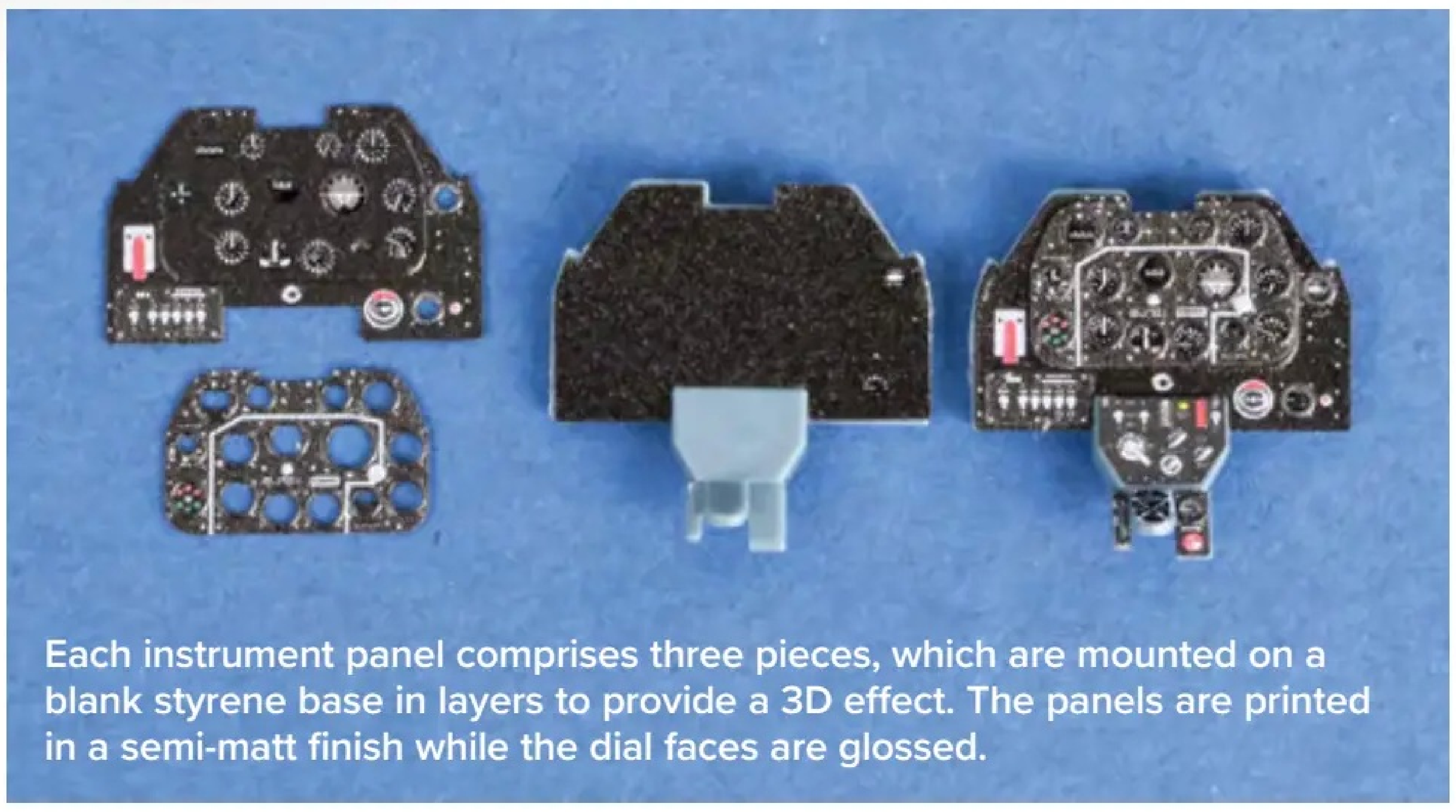
No horsing around

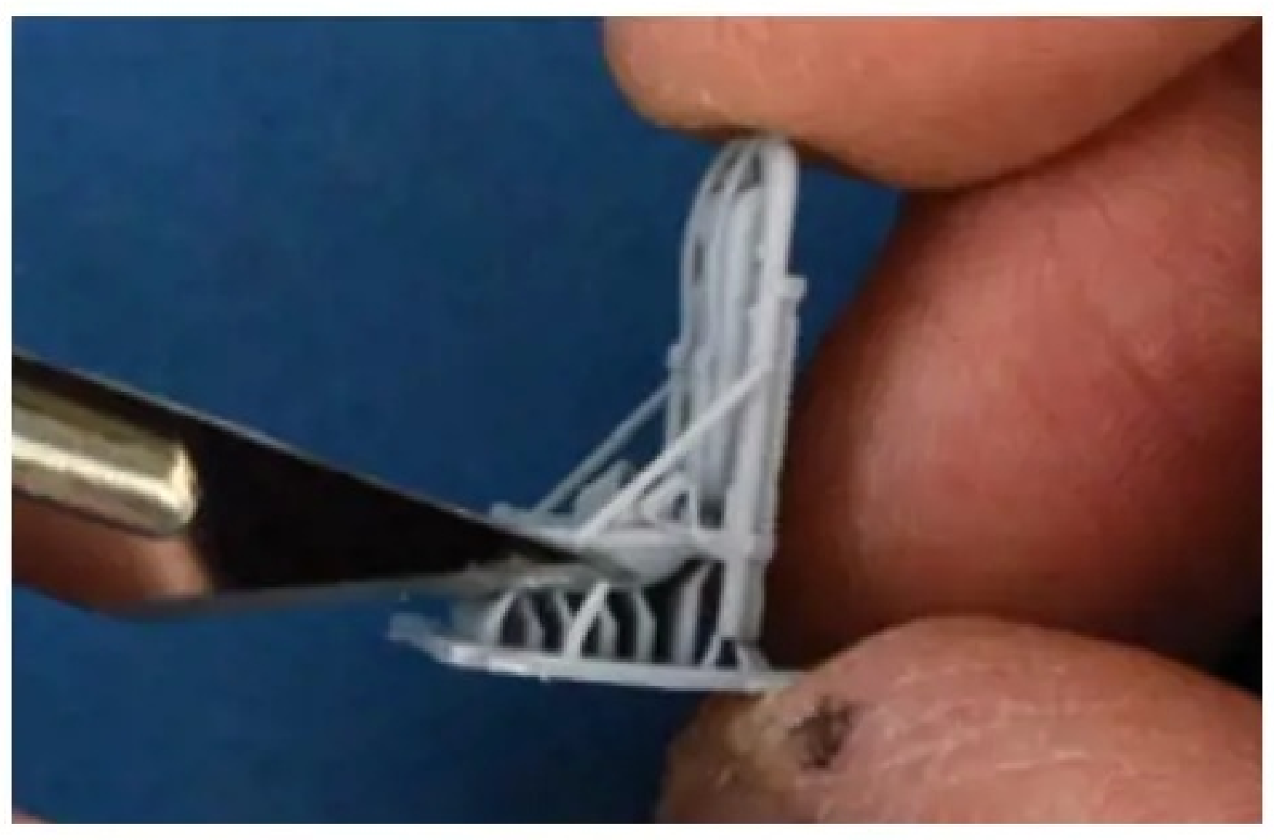
Though many items would prove redundant, there were more than 450 parts, and it was obvious immediately that the mouldings were to the Czech manufacturer's exemplary standards. Work began simultaneously on both cockpits and there were frustrating choices to be made with regard to which seats to use; resin or styrene? There's just a single 3D-printed Schick-Johnson seat that (according to my research), was appropriate to a P-51B/C, and a single Warren McArthur bucket-type which was – I believed – unsuitable, so one choice must come from among the styrene parts. These lacked the resin items' detailed back cushion and naturally-posed harness, and relied upon a pre-painted PE harness. So certain was the manufacturer that you would use both resin examples, though, it forgot to include directions on assembling the styrene version. It's not difficult to work out which pieces go where (parts P1 and P58 are cemented to the seat base and back), though the author found himself referring to an old set of P-51D instructions... just to check.

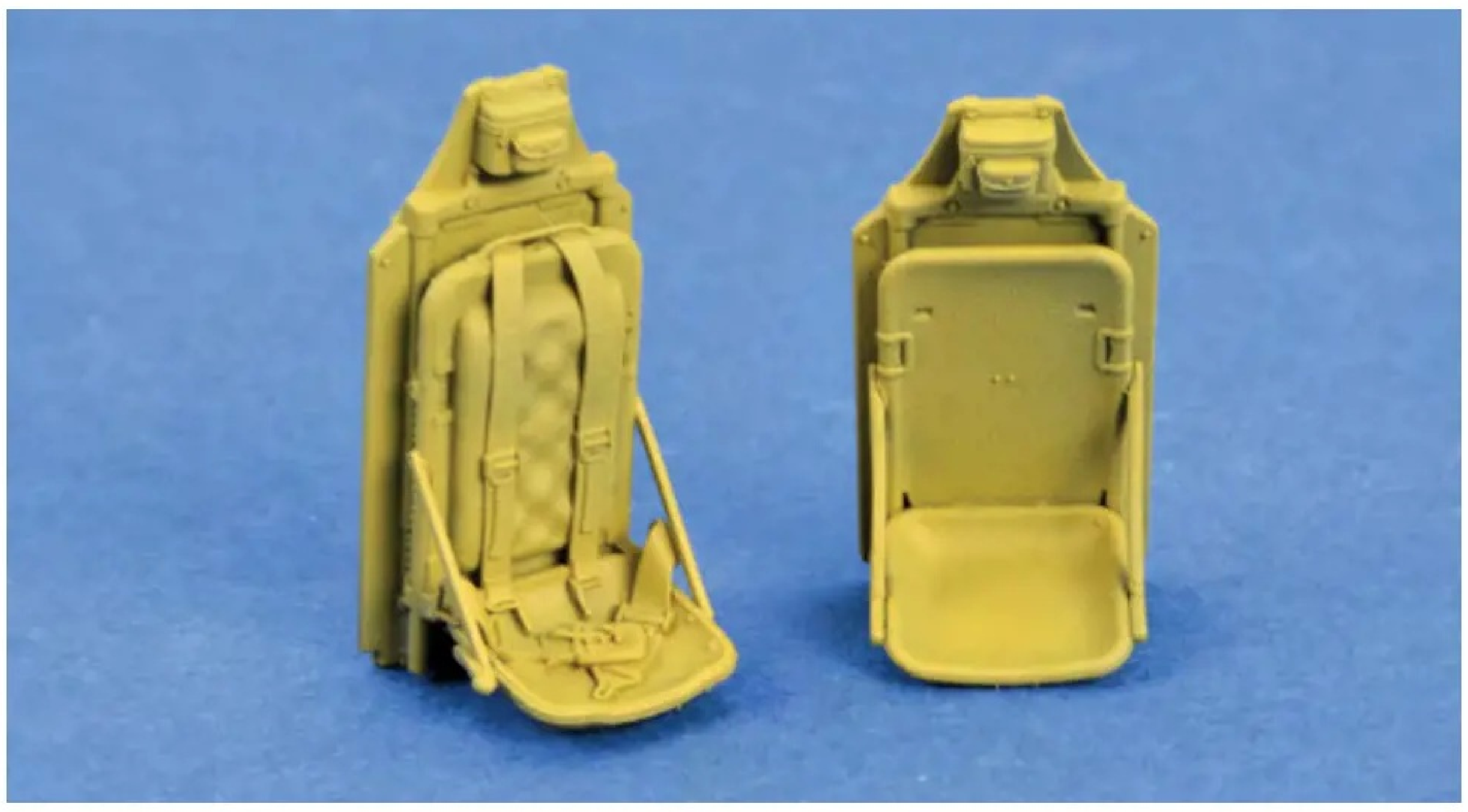
These frustrations typify the problems that can come with too much choice, though it is partly this element that makes Eduard's kits so desirable. The cockpit was furnished impressively, including styrene radios, a fuel tank, frames, ducting, a handbrake and control column. Pre-painted PE was provided for the floor-mounted compasses and other internal instruments, dials, panels and placards, although these required the removal of moulded detail – many builders may

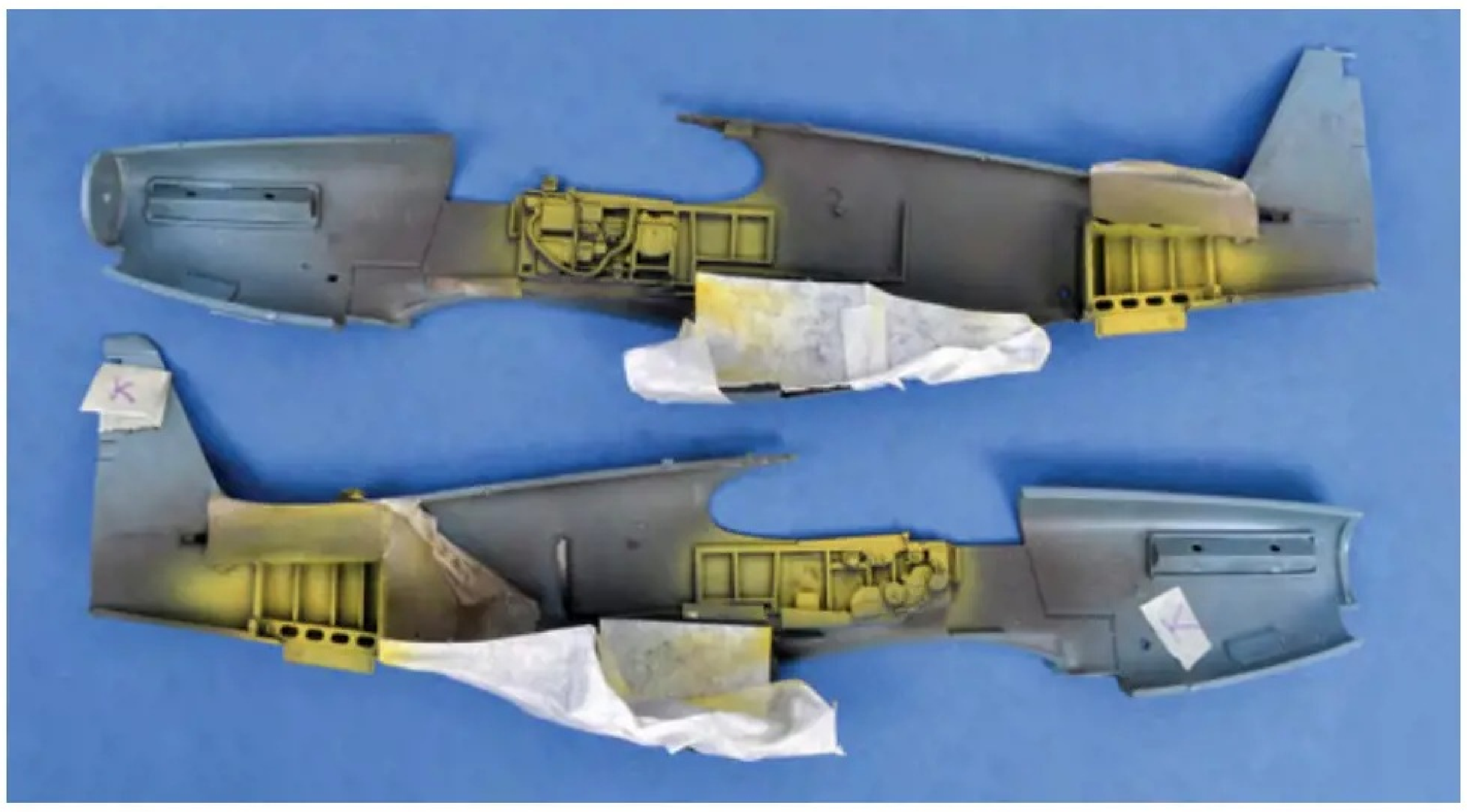

▲ Many parts are squeezed into the fuselage, beginning with two wedge-shaped plugs (one is marked in red). Eduard suggests the tailwheel bay is assembled prior to installation, but they were added to the fuselage first.

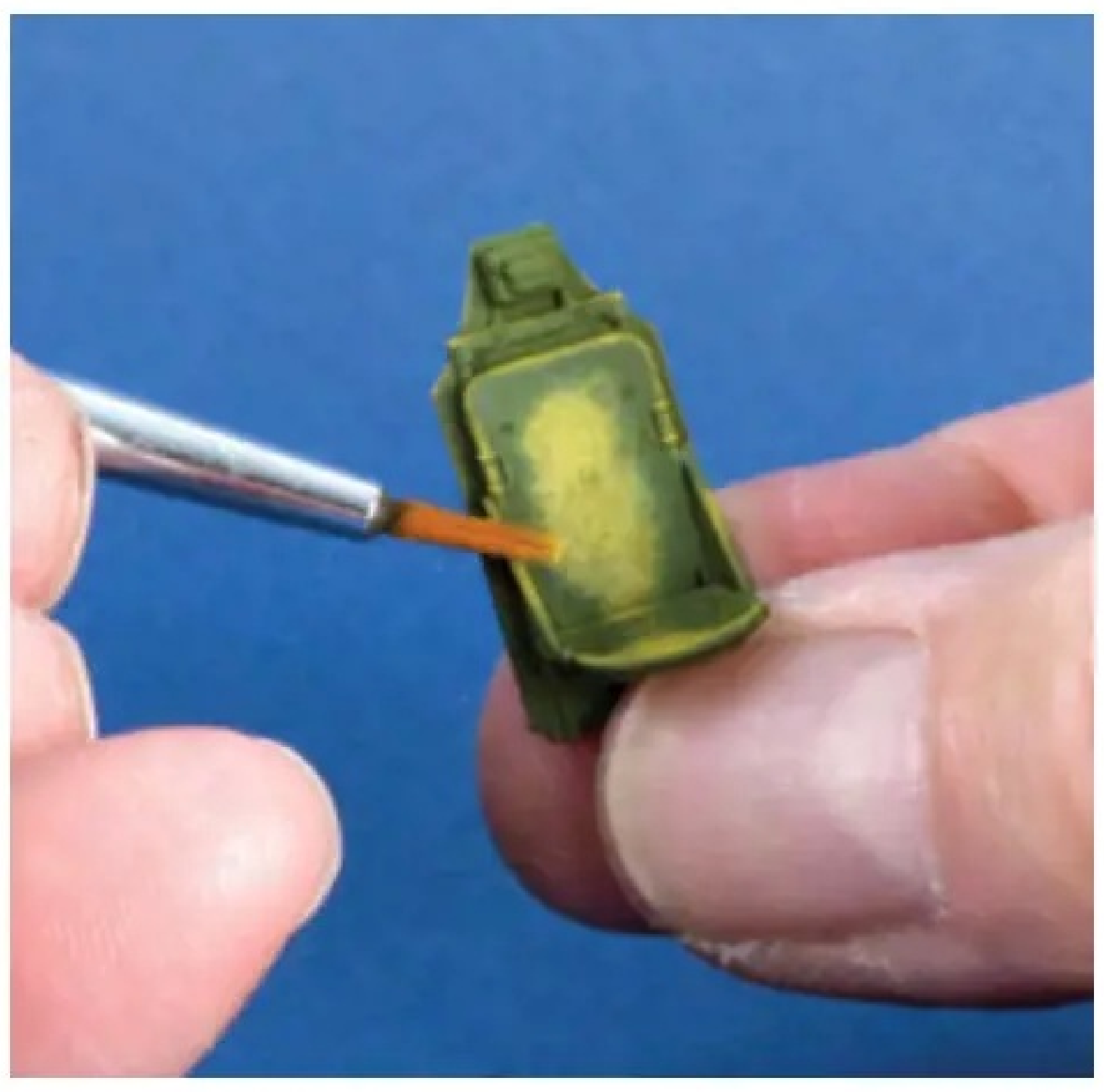
▲ Most photo-etched frets have a thin lacquer covering which prevents them from tarnishing, but this does require removal before glue is applied. A light sanding suffices to remove the lacquer.


Each instrument panel comprises three pieces, which are mounted on a blank styrene base in layers to provide a 3D effect. The panels are printed in a semi-matt finish while the dial faces are glossed.


▲ Of the two printed resin seats provided, research suggested that just the Schick-Johnson version was appropriate for the P-51B/C. Careful handling when cutting it from the printing plinth is required to prevent damage to the delicate component.

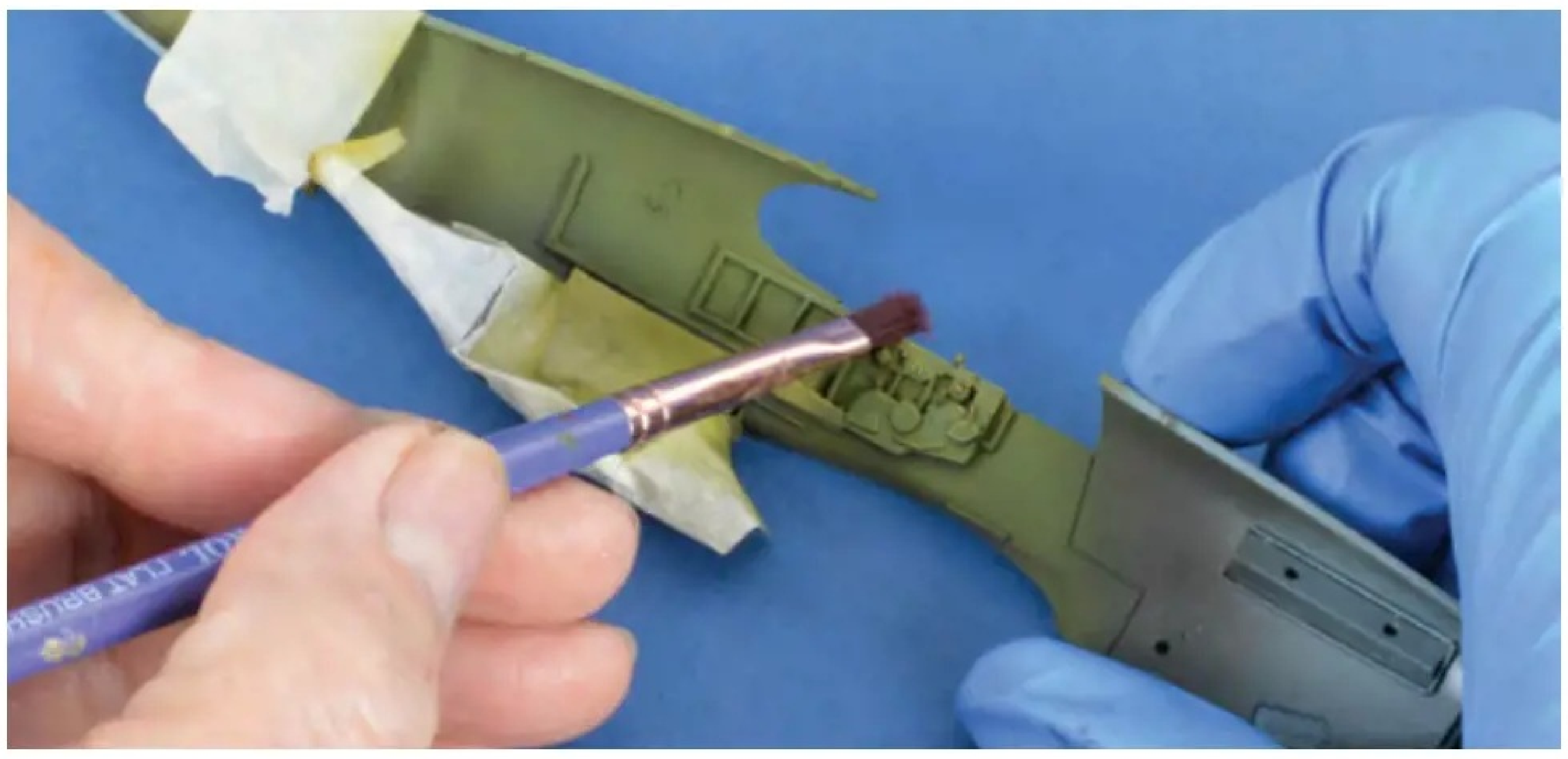

▲ The printed resin Schick-Johnson seat, compared with its styrene counterpart – both in yellow primer. Once painted, the styrene seat would be enhanced with a pre-painted PE harness.

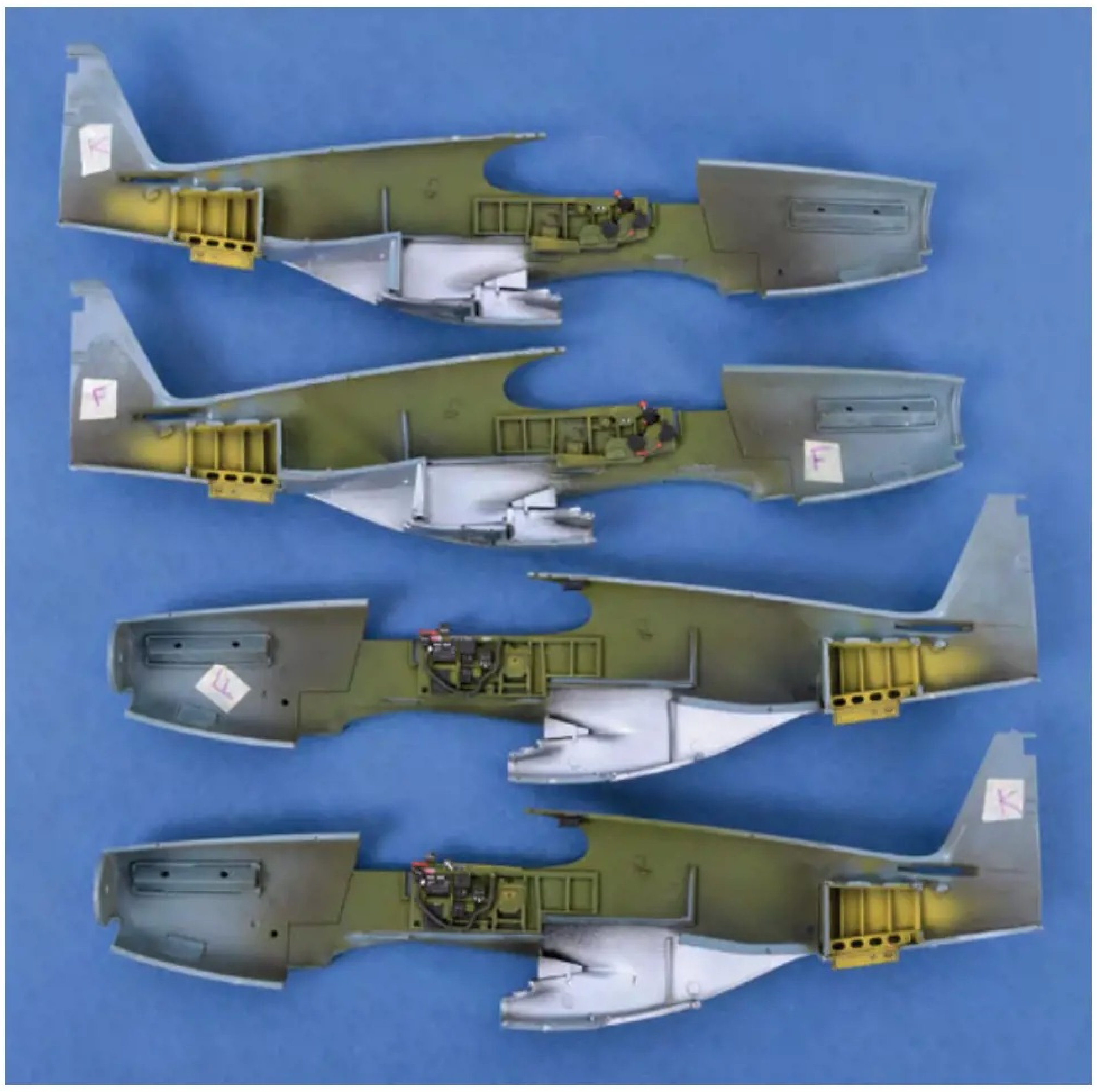

▲ Interior painting began with a black enamel basecoat, followed by an approximation of Chromate Yellow over the cockpit and wheel bay areas. This was allowed to dry thoroughly for 48 hours.



◀ The yellow primer was oversprayed with Interior Green, which was removed partially before it had dried, to replicate wear. Here the support arms are 'washed' of the green paint – a stipple brush was used to remove green paint from the back rest.

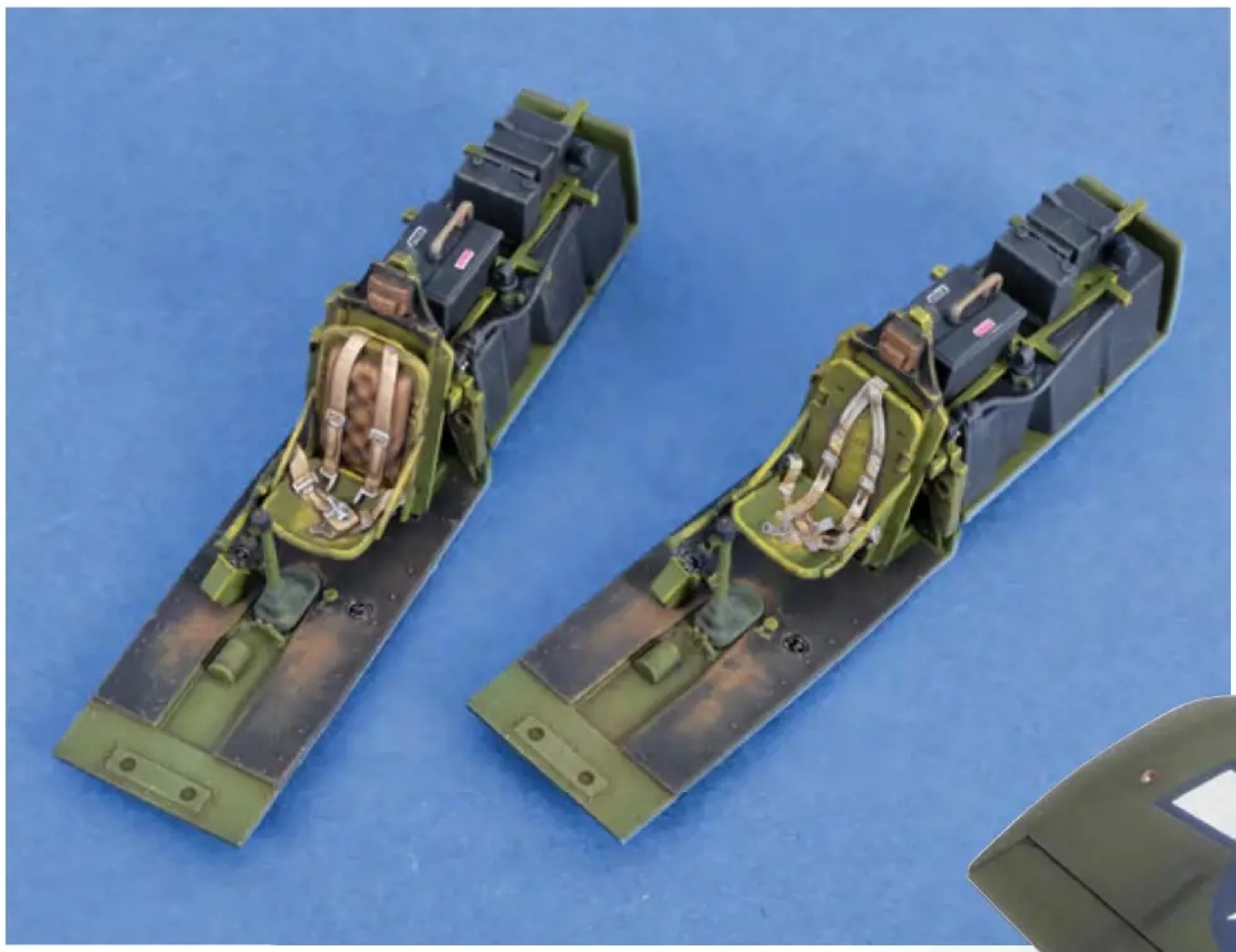
▶ Next, the Chromate Yellow was oversprayed with Interior Green, which was allowed to stand for just 15 minutes or so, before a white spirit-dampened brush was used to 'wash' the still-soft enamel from panel and framework edges to replicate wear.





◀ Painting the fuselage interior was quite complicated, including areas of Interior Green, Zinc Chromate Yellow and silver/natural metal that required progressive masking. Note the clean mating surfaces in readiness for assembly.

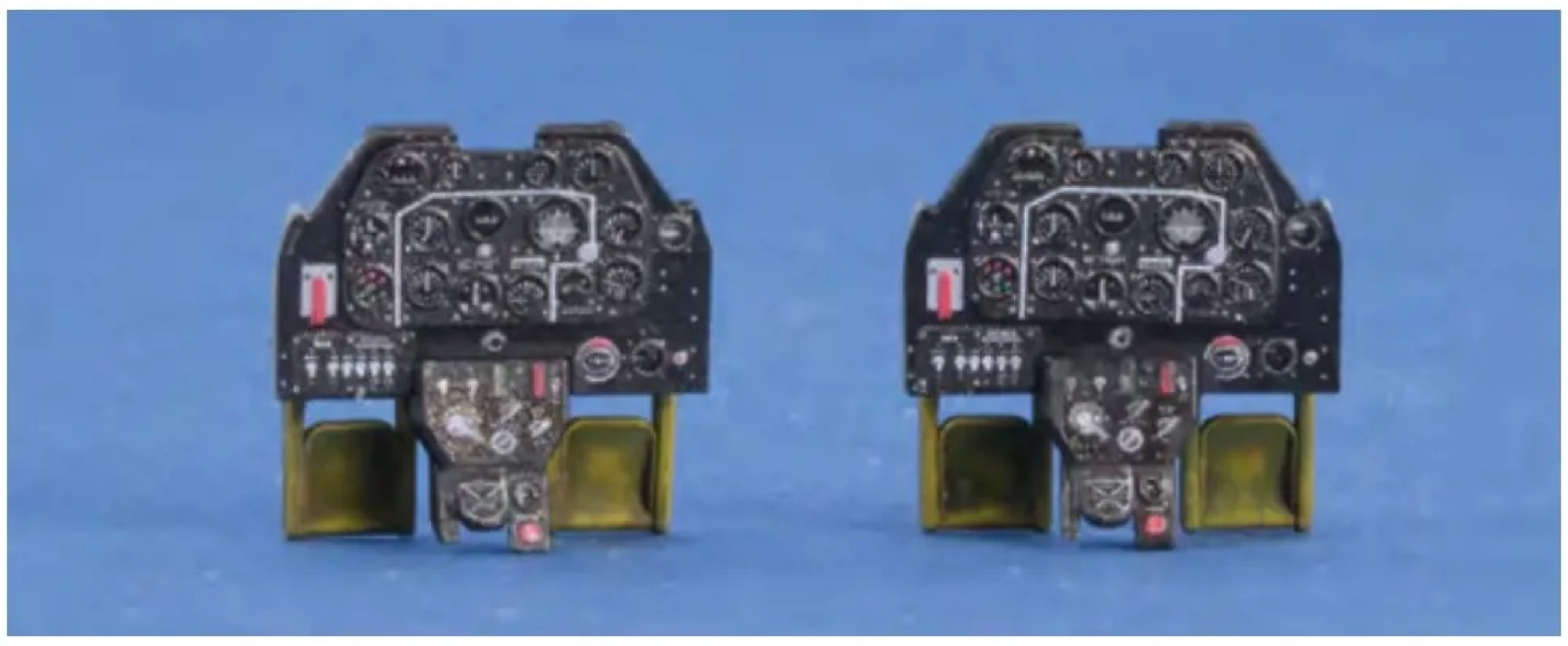
▼ The split-level cockpit looked impressive when finished, though the trio of boxes on the rear shelf framing didn't fit as depicted in the instructions and had to be manipulated until they did, requiring removal of their locating pins.



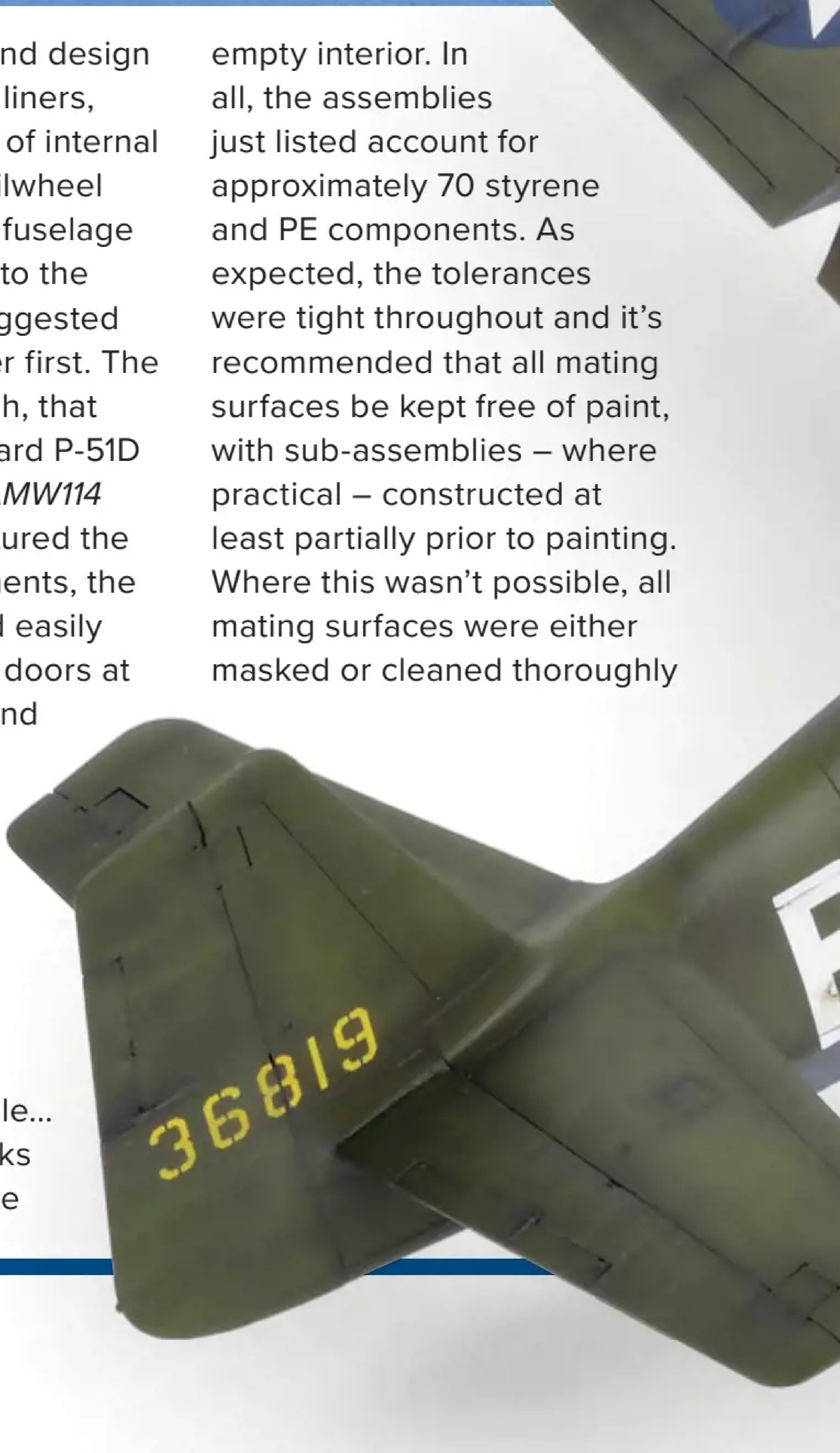
find this superior in appearance to the 'flat' PE. Much time was taken over both cockpits, with the results justifying the effort, as plenty remains visible through the crystal-clear canopies, especially when posed in their open positions.

Tight girth

It was not just the cockpits that required squeezing into the narrow fuselages; easily overlooked was a diminutive radio box, while two small triangular fillets forming the innermost flap recess edges must be positioned within the wing roots. Also easily missed was a pair of rectangular housings within the nose – if forgotten, they could spell trouble when the exhausts were fitted. It's highly advisable that the instructions are studied thoroughly, especially if you are new to Eduard's kits and design approach. Basket-like liners, representing sections of internal rib detail within the tailwheel bay, were fixed to the fuselage sides in contradiction to the instructions, which suggested they be glued together first. The author recalled, though, that when building an Eduard P-51D (see *Sweet Caroline, AMW114* May 2020), which featured the same internal components, the tailwheel was inserted easily through the open bay doors at the end of the build, and so it proved here. A belly cooling duct sub-assembly consists of a tunnel roof, a ribbed vertical wall representing the after cooler and an oil cooler insert that benefits from a PE grille... and which all but blocks a view of the otherwise empty interior. In all, the assemblies just listed account for approximately 70 styrene and PE components. As expected, the tolerances were tight throughout and it's recommended that all mating surfaces be kept free of paint, with sub-assemblies – where practical – constructed at least partially prior to painting. Where this wasn't possible, all mating surfaces were either masked or cleaned thoroughly



▲ The finished instrument panels featuring the pre-painted PE option – other choices within this Royal Class boxing include moulded detail and a decal overlay. The foot pedals appear somewhat basic, but they are hidden once the fuselage is closed.



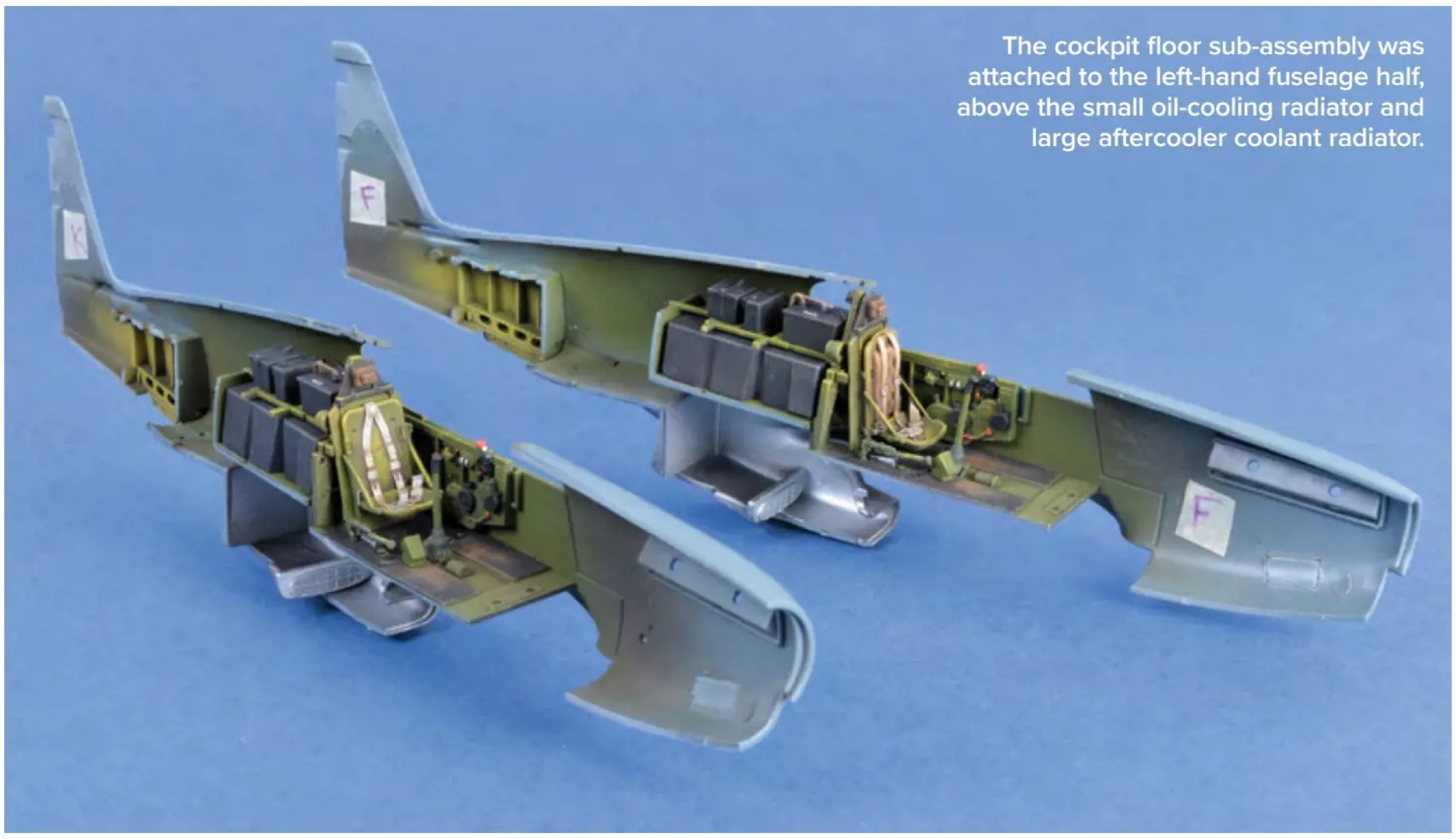
to remove any unwanted paint. Construction was straightforward and trouble-free thereafter.

Winging it

The mainwheel bay assemblies were typically busy affairs, each featuring a 'roof', front and rear walls, a central divider, eight wing-rib sections and a compressed-air bottle. The double-span bay parts were moulded delicately, ensuring a comfortable fit within the restricted wing space and appearing appropriately in-scale. Once assembled, they required careful painting and looked superb when finished, while the only missing details were the wiring looms and tubing so obvious in reference photos. Landing lights were fitted into each port wing leading edge and triple-banks of red, yellow and green formation lights situated in the starboard lower wings prior to the mainplane halves being closed. These required colouring and their internal surfaces were painted using Tamiya clear acrylics (X-27, X-24 and X-25 respectively). Leading-edge inserts were provided for the Mustang's offset gun ports, into which fitted chunky blocks featuring open-ended .50 cal machine-gun muzzles. These proved a great improvement over Eduard's previous individual barrels, though another slight anomaly in the instructions had them numbered incorrectly (parts R27 and R28 should be swapped).

The wings fitted perfectly to the fuselage, with no gaps at the roots, while the separate elevators, tail surfaces and rudder all slotted positively into position on large rectangular tabs. This was another positive improvement over past Eduard kits, which relied on small – and easily damaged – pegs for securing such parts. A hint of filler was required at the tailplane roots; flaps were left until later, being painted separately. Another annoying mistake in the instructions wasn't spotted until late in the build, and concerned the underwing positions for the external fuel tank locating holes, as they are set too far to the rear. Finding the correct locations at this

▶

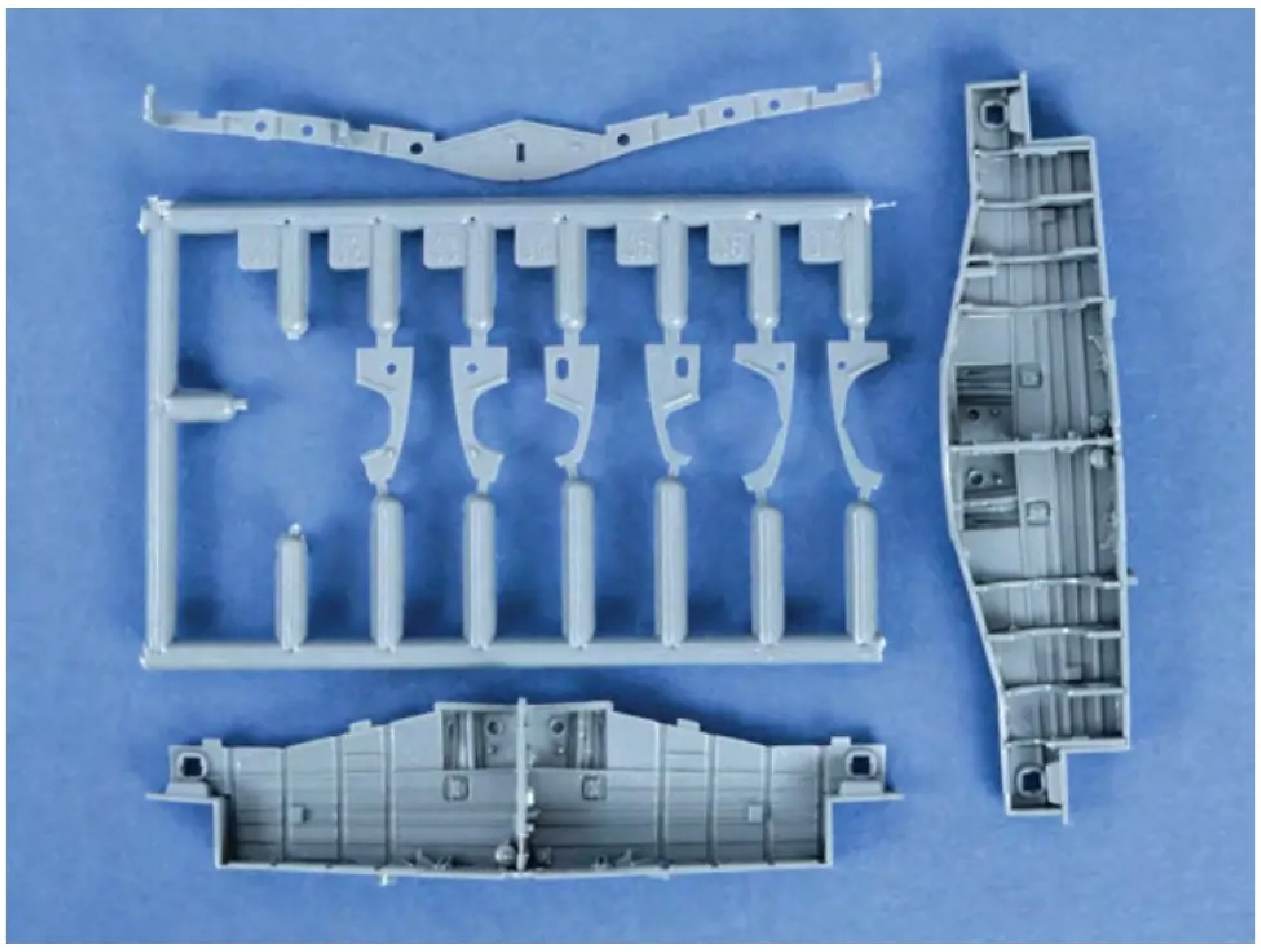


The cockpit floor sub-assembly was attached to the left-hand fuselage half, above the small oil-cooling radiator and large aftercooler coolant radiator.

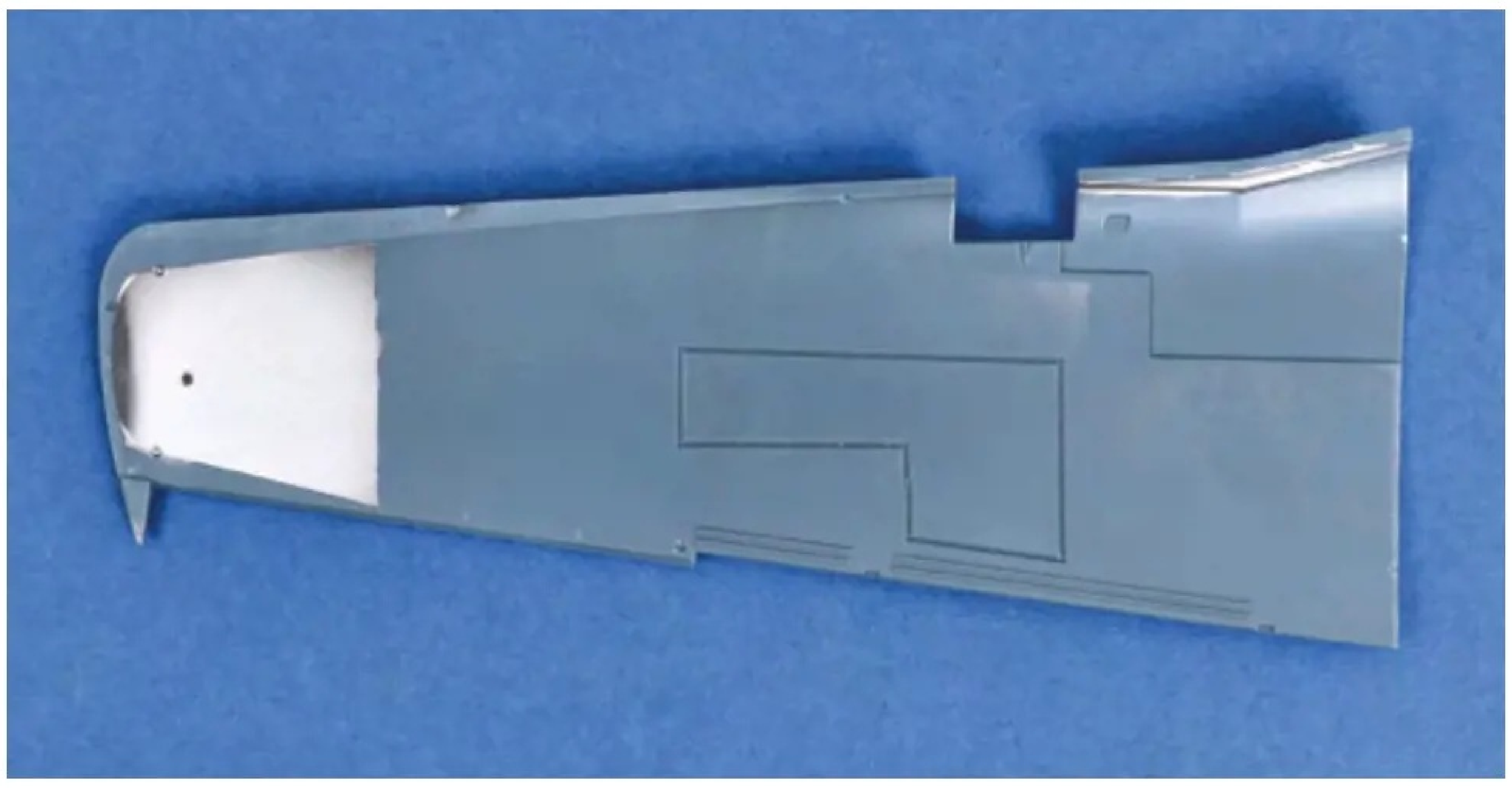
▲ The propeller was primed initially before being sprayed with RLM 01 Silver. Once dry, 85 Satin Black was applied and, while it was still soft, the coating was 'washed' from the blade edges. Scratches were then added with a dental probe.

"Parts were distributed across 12 grey-coloured runners"

▶ The double-span wheel bays were typically Eduard, featuring ten delicately cast styrene parts and producing a convincing structure devoid only of the mass of pipes and wiring so noticeable in the real things.



▼ Several internal surfaces of the starboard upper wing benefited from receiving silver paint; these were the reflective areas behind the formation lights, and the leading edges just to the front of the wheel bays.



stage was demanding; the existing holes were filled with stretched runner, sanded and the paint repaired, while a spare set of wings was used as a guide to determine the proper positions and new holes drilled.

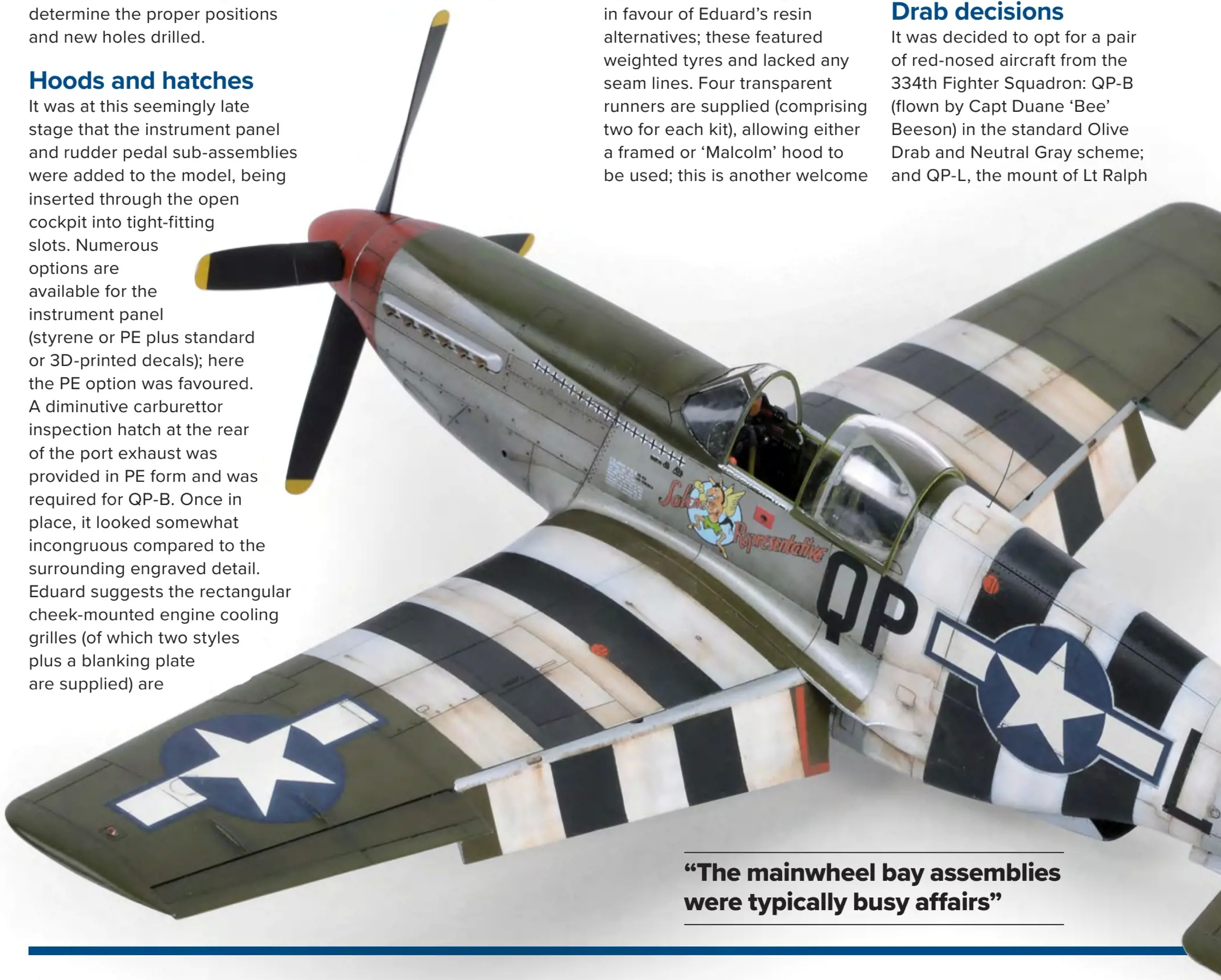
Hoods and hatches

It was at this seemingly late stage that the instrument panel and rudder pedal sub-assemblies were added to the model, being inserted through the open cockpit into tight-fitting slots. Numerous options are available for the instrument panel (styrene or PE plus standard or 3D-printed decals); here the PE option was favoured. A diminutive carburettor inspection hatch at the rear of the port exhaust was provided in PE form and was required for QP-B. Once in place, it looked somewhat incongruous compared to the surrounding engraved detail. Eduard suggests the rectangular cheek-mounted engine cooling grilles (of which two styles plus a blanking plate are supplied) are added at this stage, but they fitted poorly. Fortunately, these were instead attached prior to the fuselage halves being mated, which made dry-fitting and fettling the seams far easier.

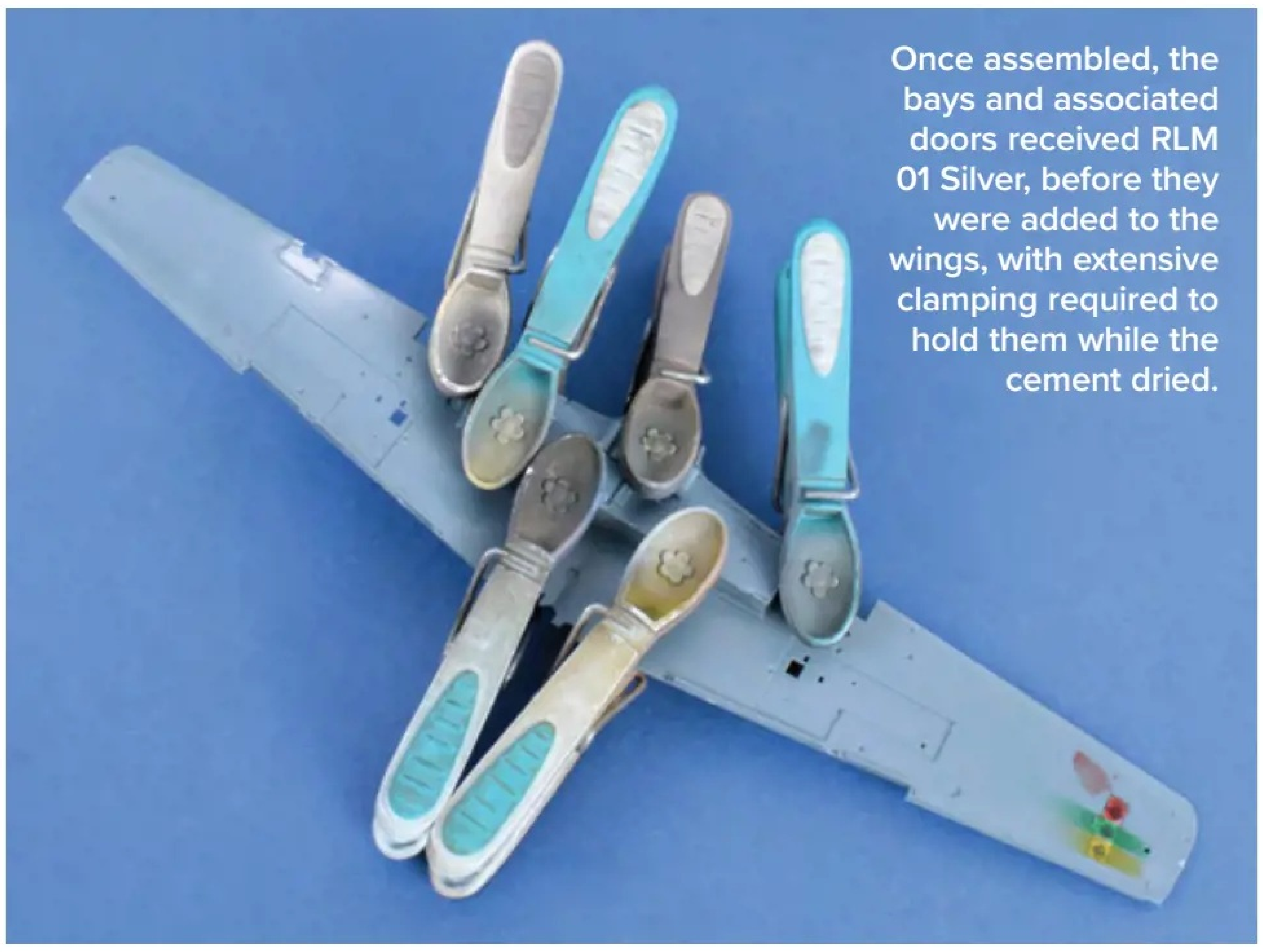
The undercarriage benefited from brake lines fashioned from stretched runner, while the styrene wheels were ignored in favour of Eduard's resin alternatives; these featured weighted tyres and lacked any seam lines. Four transparent runners are supplied (comprising two for each kit), allowing either a framed or 'Malcolm' hood to be used; this is another welcome deviation from the firm's past Royal Class releases, where scheme choices were often restricted by the parts provided.

Drab decisions

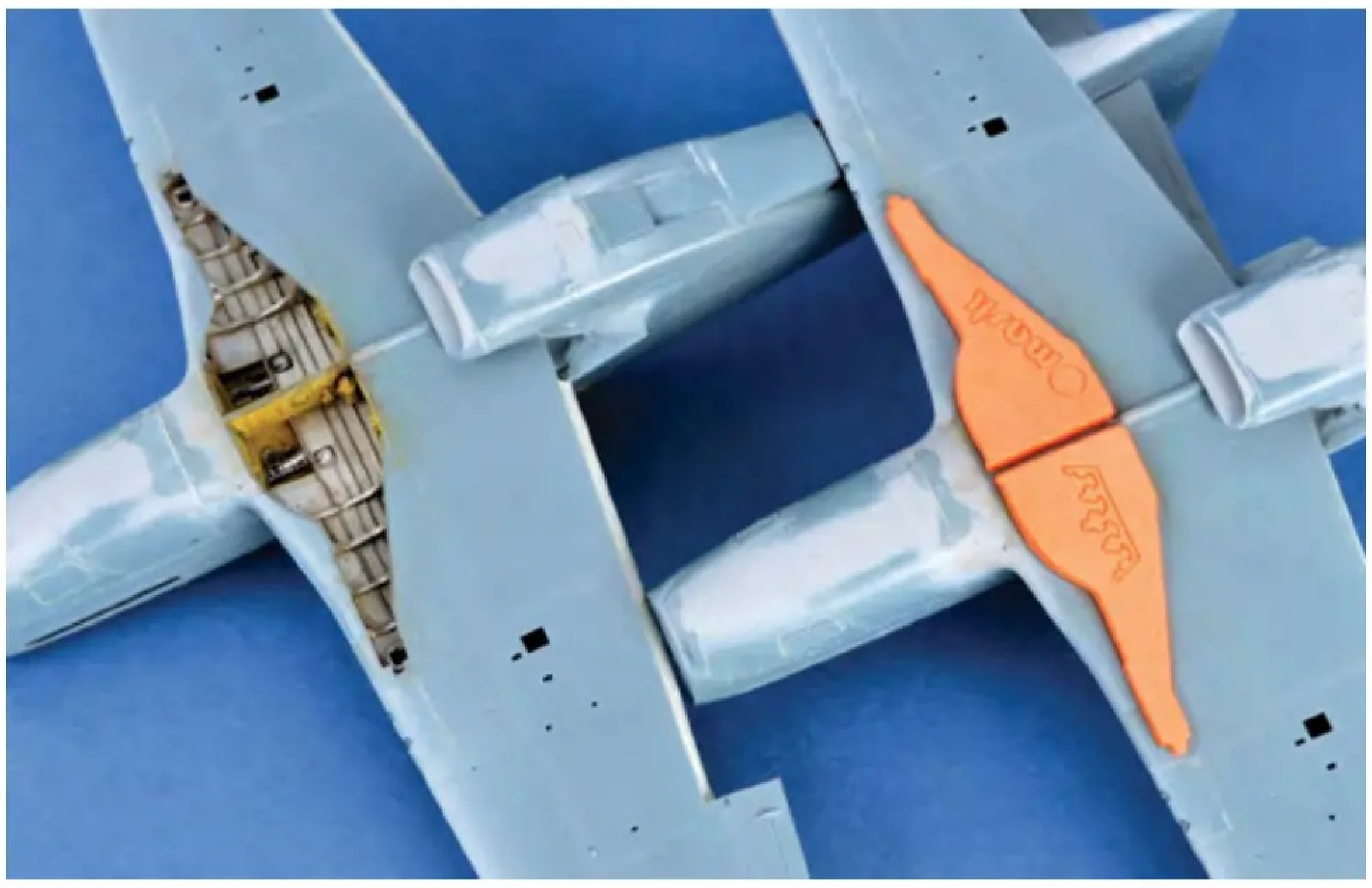
It was decided to opt for a pair of red-nosed aircraft from the 334th Fighter Squadron: QP-B (flown by Capt Duane 'Bee' Beeson) in the standard Olive Drab and Neutral Gray scheme; and QP-L, the mount of Lt Ralph



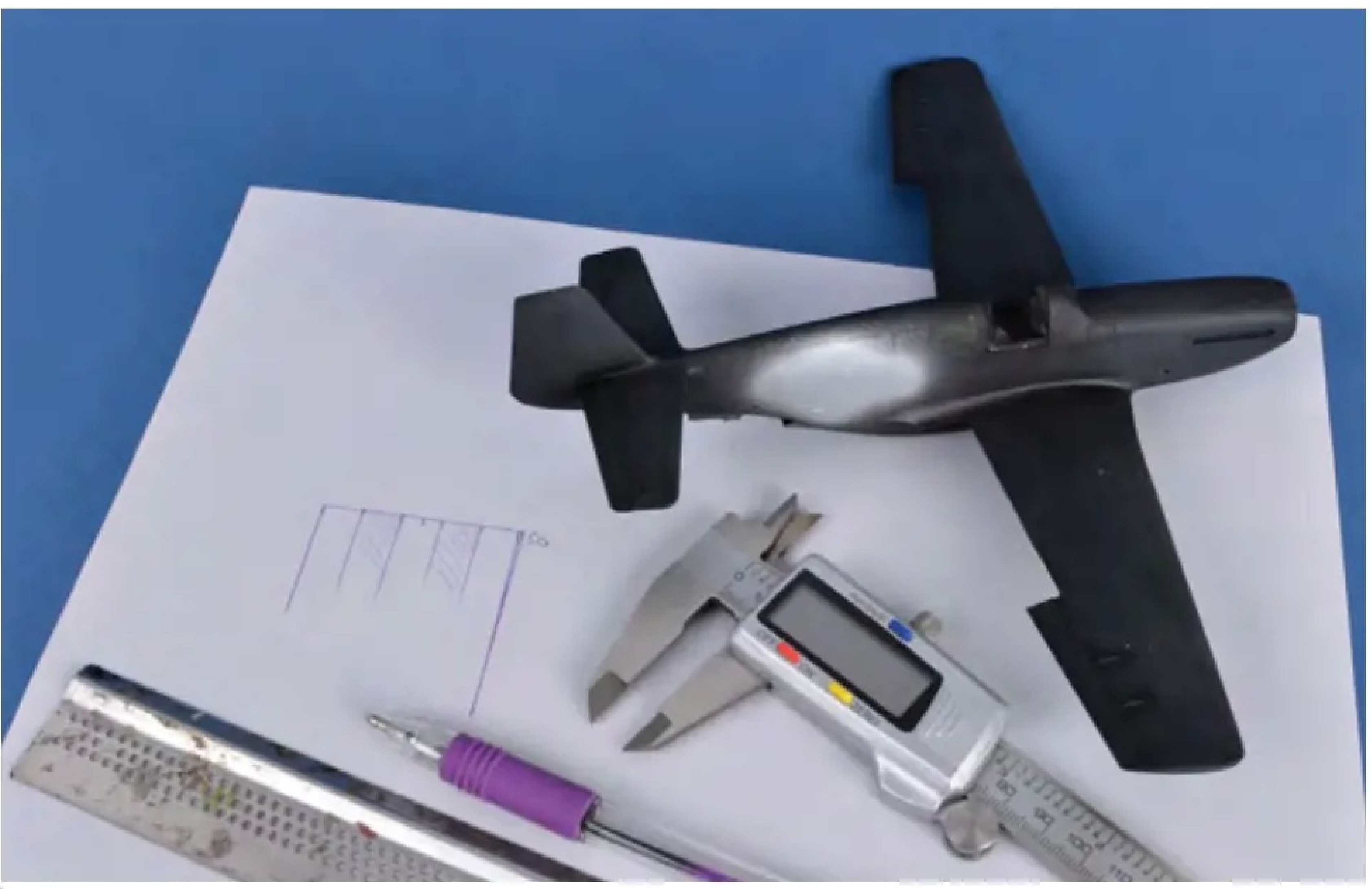
> **"The mainwheel bay assemblies were typically busy affairs"**



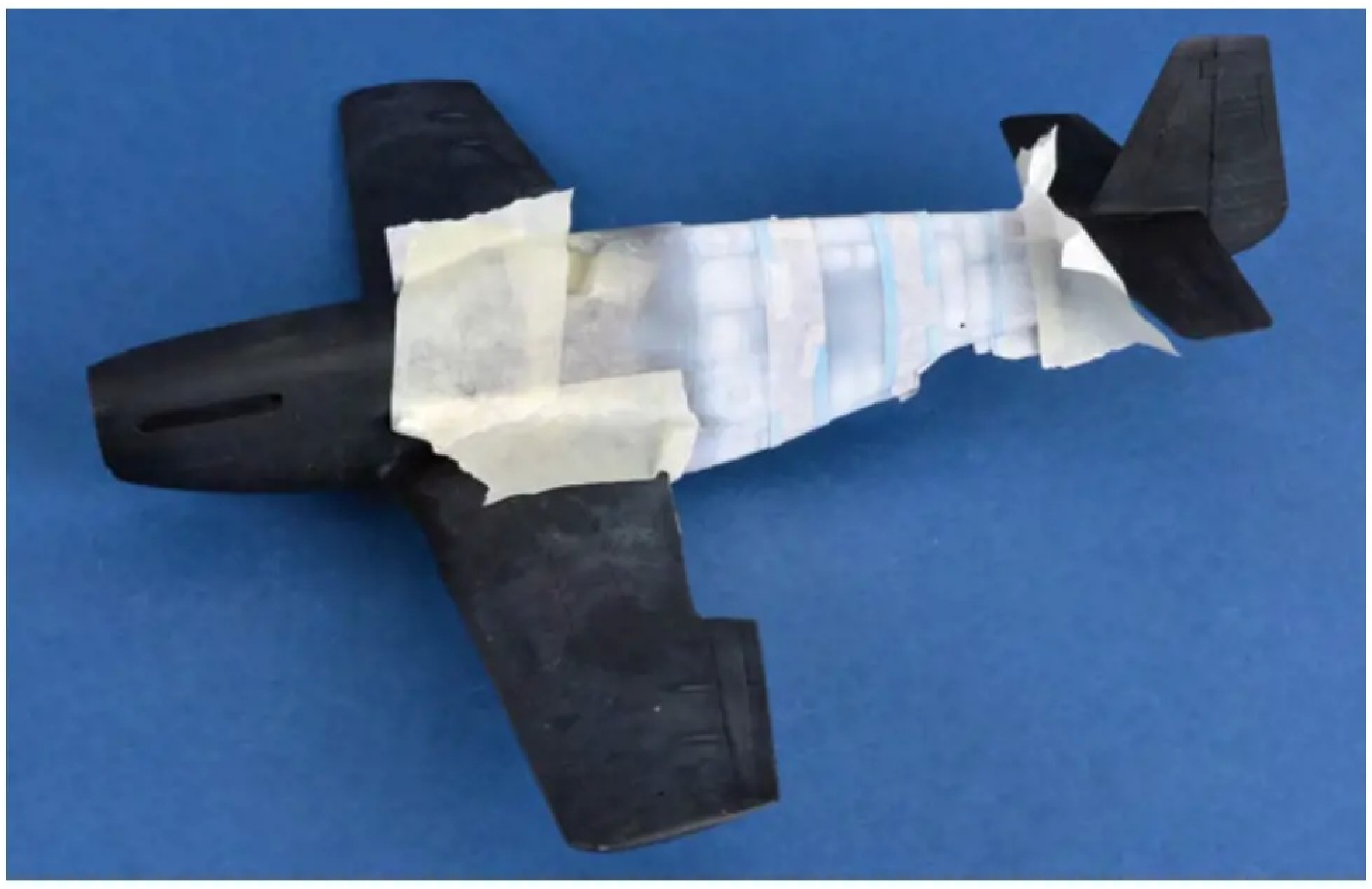
Once assembled, the bays and associated doors received RLM 01 Silver, before they were added to the wings, with extensive clamping required to hold them while the cement dried.



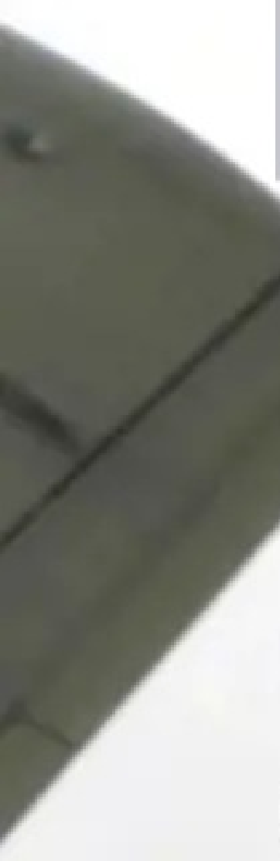
▲ The wheel bays were realistically deep, though just a single set of foam masks was provided. Also visible are the primed and sanded fuselage mating surfaces, ensuring invisible seams.



▲ Mustang QP-L featured a complicated scheme; patches of RLM 01 Silver were first applied over the black enamel basecoat. Dimensions for the D-Day stripes were measured using a calliper and marked on paper.



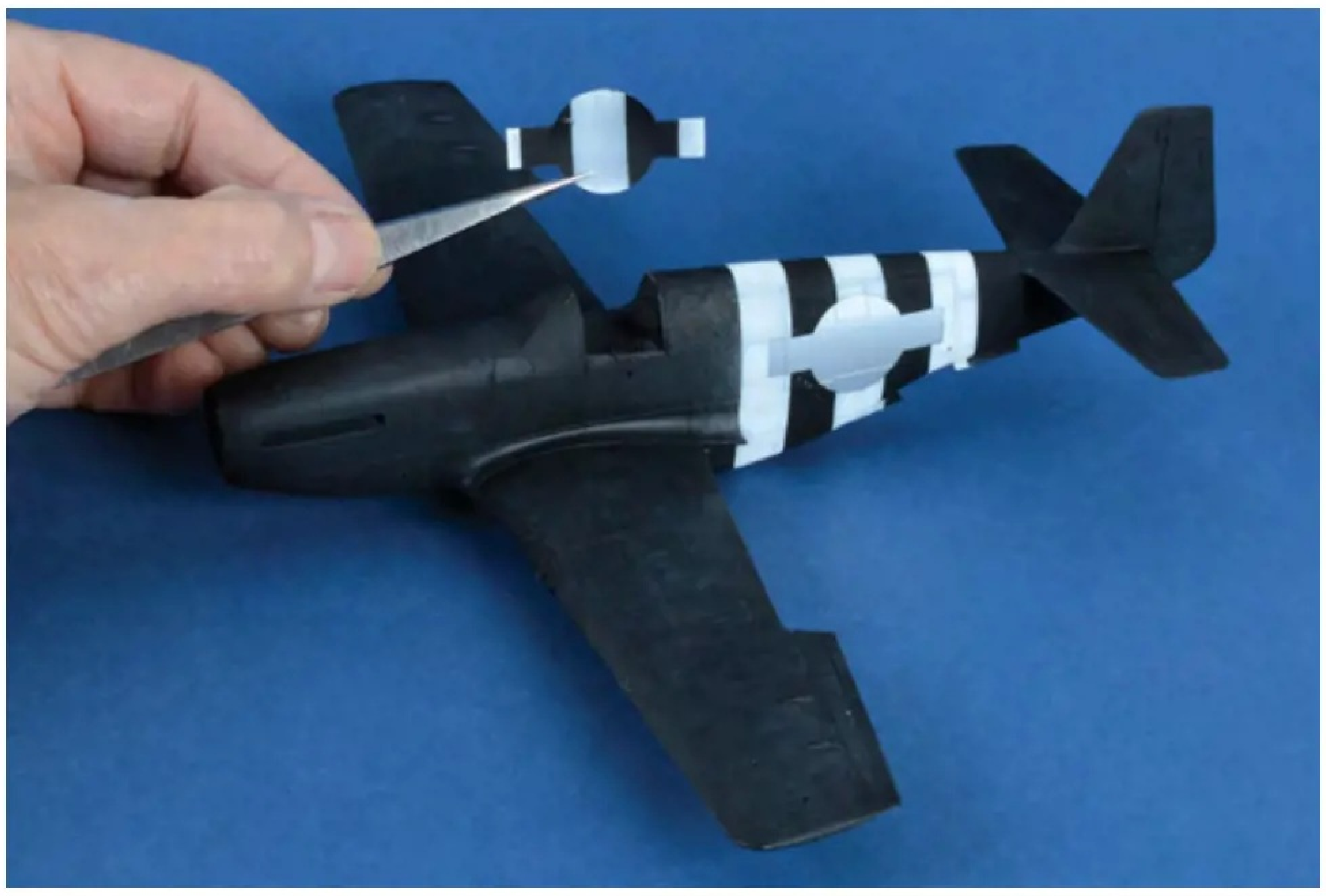
▲ Next, strips of household masking tape were cut to size and laid side by side along the fuselage to form the required pattern. Thinner blue tape was found useful in places as it conformed more easily to the tighter curves.



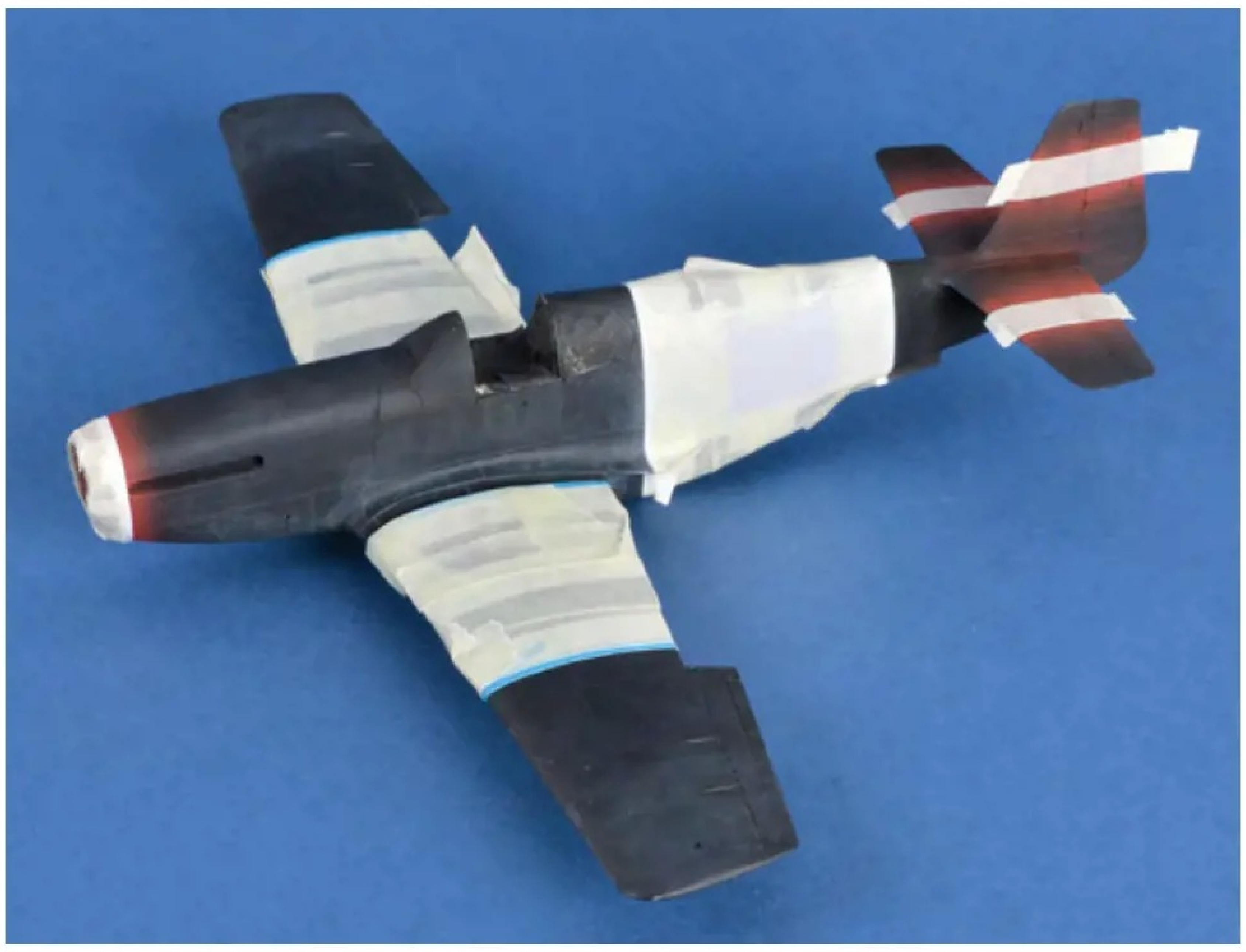
K Hofer. This was natural metal and Olive Drab, being fully bedecked in D-Day markings. Both models initially received a Humbrol 85 Satin Black enamel basecoat which, once dry, was sanded lightly with 320-grade abrasive cloths until smooth. From this point, each model took a separate path.

Colourcoat's ACU515 Olive Drab was used for the upper surface camouflage of Beeson's aircraft. This was thinned for airbrush application and, utilising the engraved surface detail as a guide, a patchwork of green was created, which allowed the black basecoat to remain visible along panel and rivet lines. Over this a translucent covering of the same colour was applied, ensuring the previous 'patchwork' effect remained partially visible, instantly creating a worn and weathered effect. Period colour photographs show QP-B to have received random over-painted patches of a darker green across the nose – as indicated in Eduard's painting guide. These were replicated by roughly brushing ACRA06 Verde Mimetico 2 (a dark blue/green tone) onto the model, and using a white spirit-dampened soft brush to blend and feather the paint, softening the edges, yet maintaining a less-than-perfect field-applied appearance. Airbrushed highlights of the original camouflage colour were sprayed over this, mixed variously with Xtracolor X117 Interior Green and 29 Dark Earth; this softened the effect even further and added paler olive and olive/brown hues, creating a subtle mix of layers.

Once all was dry, Blu Tack ▶



▲ Masks made from low-tack artists' film simply lifted off once the overlaying tape was removed.



▲ **The wing stripes were created using the same method and masked before the red bands were airbrushed freehand; they too were masked prior to the Olive Drab being applied.**

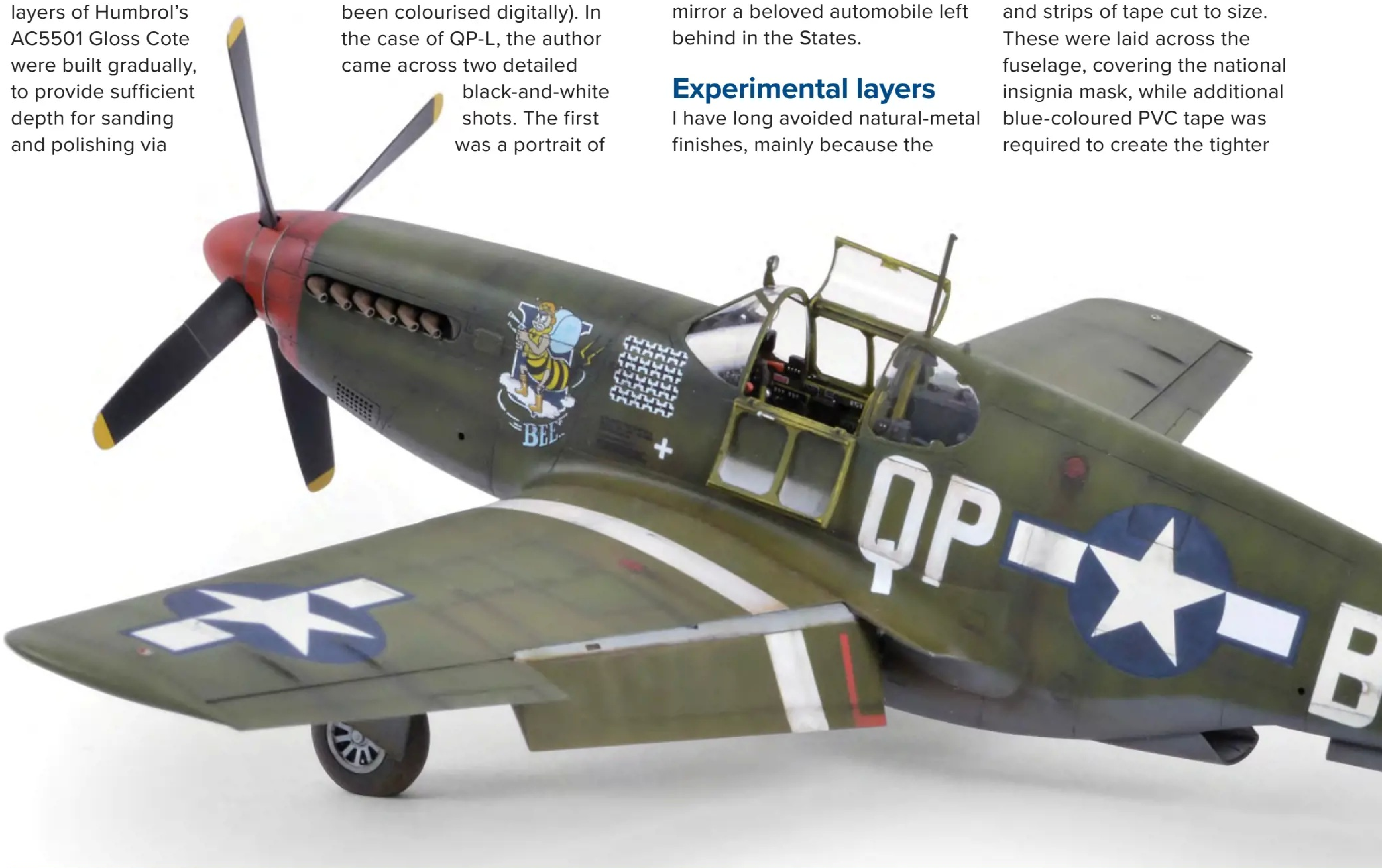
'worms' were utilised to create the soft-edged meandering demarcation line between the upper and lower surface camouflage colours. Humbrol 79 Blue Grey proved a close match to USAAF Neutral Gray, and this was lightened with 64 Light Grey to add highlights. With the camouflage colours dry, multiple layers of Humbrol's AC5501 Gloss Cote were built gradually, to provide sufficient depth for sanding and polishing via 320- and 1,200-grade abrasive cloths in turn, to achieve a high shine in preparation for decaling.

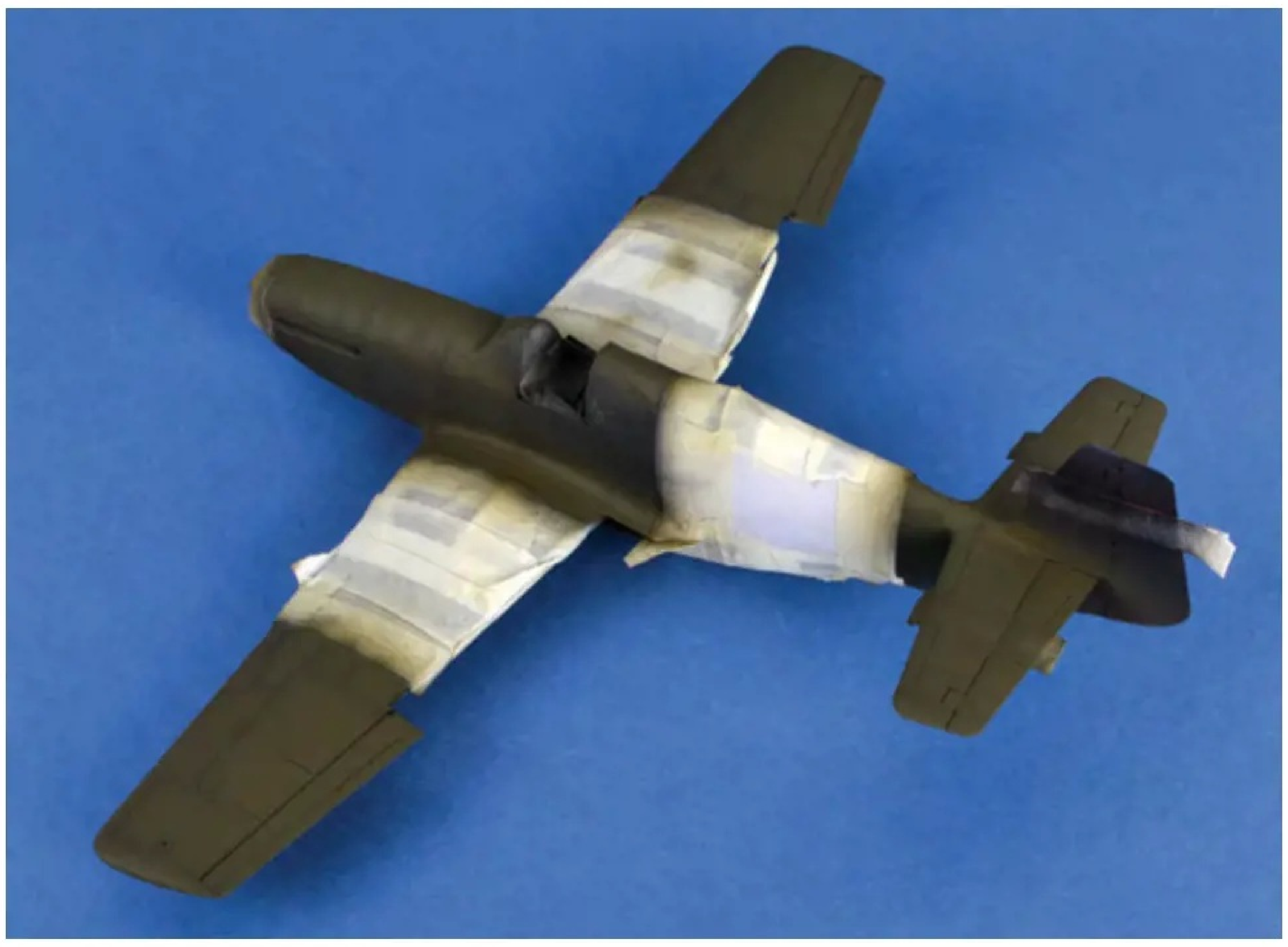
Controversial colours

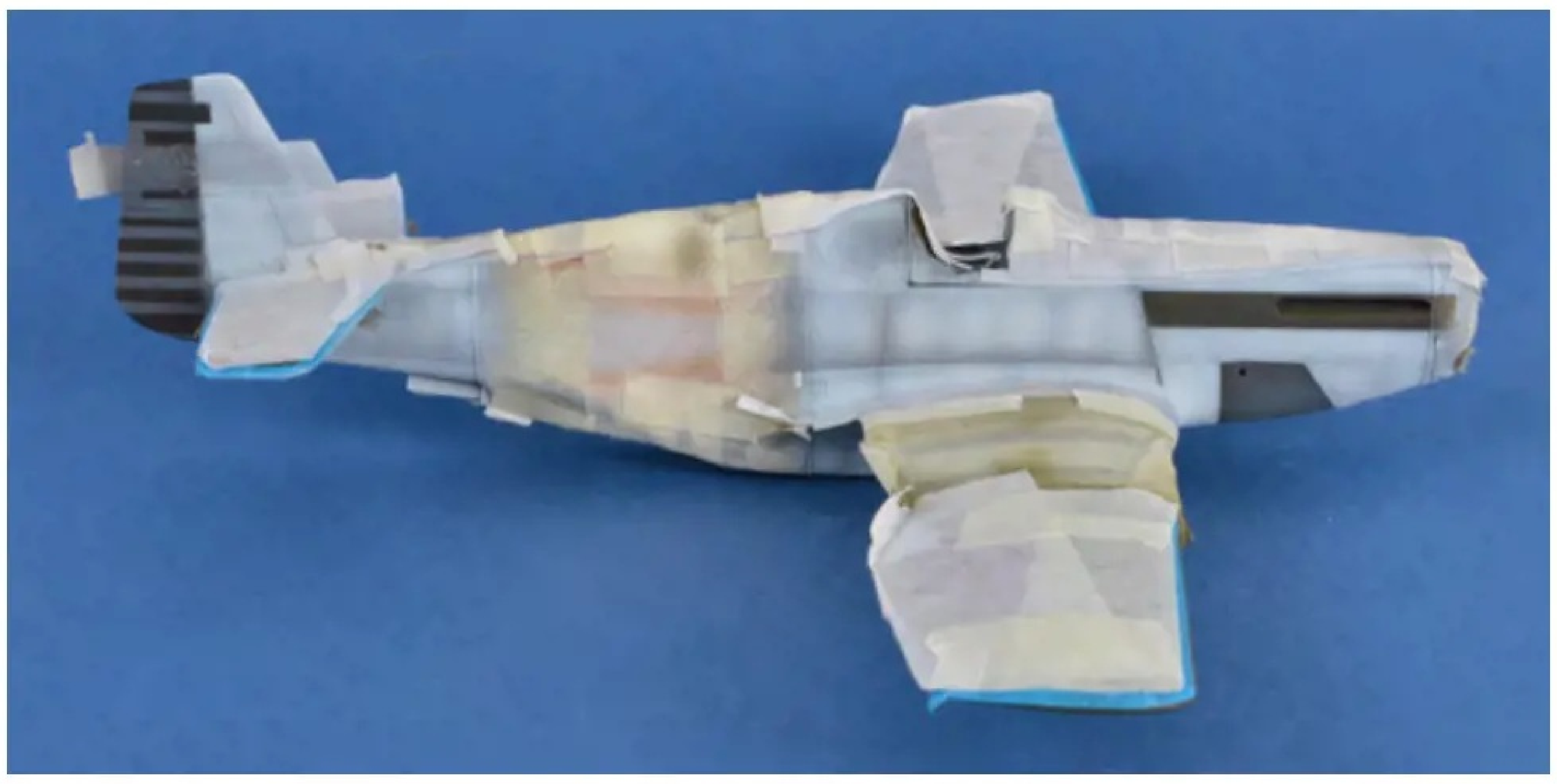
It is always a good idea to find original period photographs of the subject aircraft to help ensure accuracy (original meaning not those that have been colourised digitally). In the case of QP-L, the author came across two detailed black-and-white shots. The first was a portrait of Lt Hofer; a fresh-faced tousle-haired youth wearing a football jersey, crouched beside a white-walled tyre of his Mustang. The second was equally informative, being a rear-end view of the entire aircraft; it revealed an interesting fact that made the author doubt Eduard's colour scheme guide, which suggests the identification band on the horizontal and vertical stabilisers is black. Comparing the known colours on the rest of the aircraft with the paler areas on the empennage revealed they were the same tone as the red-painted spinner and nose, suggesting to the builder that the tail bands were also red. Such anomalies can often be found in kit scheme guides when period images are sourced, and it should be remembered that they are one person's interpretation of the same/similar images. When the model was finished, resplendent in its red tail bands, it seemed entirely plausible to the builder that the grinning youth in the image would personalise his mount in such a way, perhaps to mirror a beloved automobile left behind in the States.

Experimental layers

I have long avoided natural-metal finishes, mainly because the available metallic products were incompatible with my enamel weathering techniques. Over the years, a series of experiments – with mixed results – culminated in the *Sweet Caroline* build mentioned earlier. But, with a growing number of Eduard Mustangs in the stash and a sudden urge to perfect natural-metal finishes, it was time to experiment further. Not trusting in the bonding qualities of the metallic lacquers, I felt it best to tackle the heavy masking tasks first. Airframe QP-L featured a thin natural-metal edge framing on the fuselage national insignia, and so initially patches of Vallejo's 71.063 RLM 01 Silver were sprayed onto the black-painted fuselage sides. Next, low-tack masks were created from artist's clear masking film, using the kit decals as a sizing and cutting guide. The masks were made slightly larger than the insignia and then placed onto the fuselage sides. Using a vernier calliper to make measurements, a sizing guide for the D-Day stripes was created and strips of tape cut to size. These were laid across the fuselage, covering the national insignia mask, while additional blue-coloured PVC tape was required to create the tighter

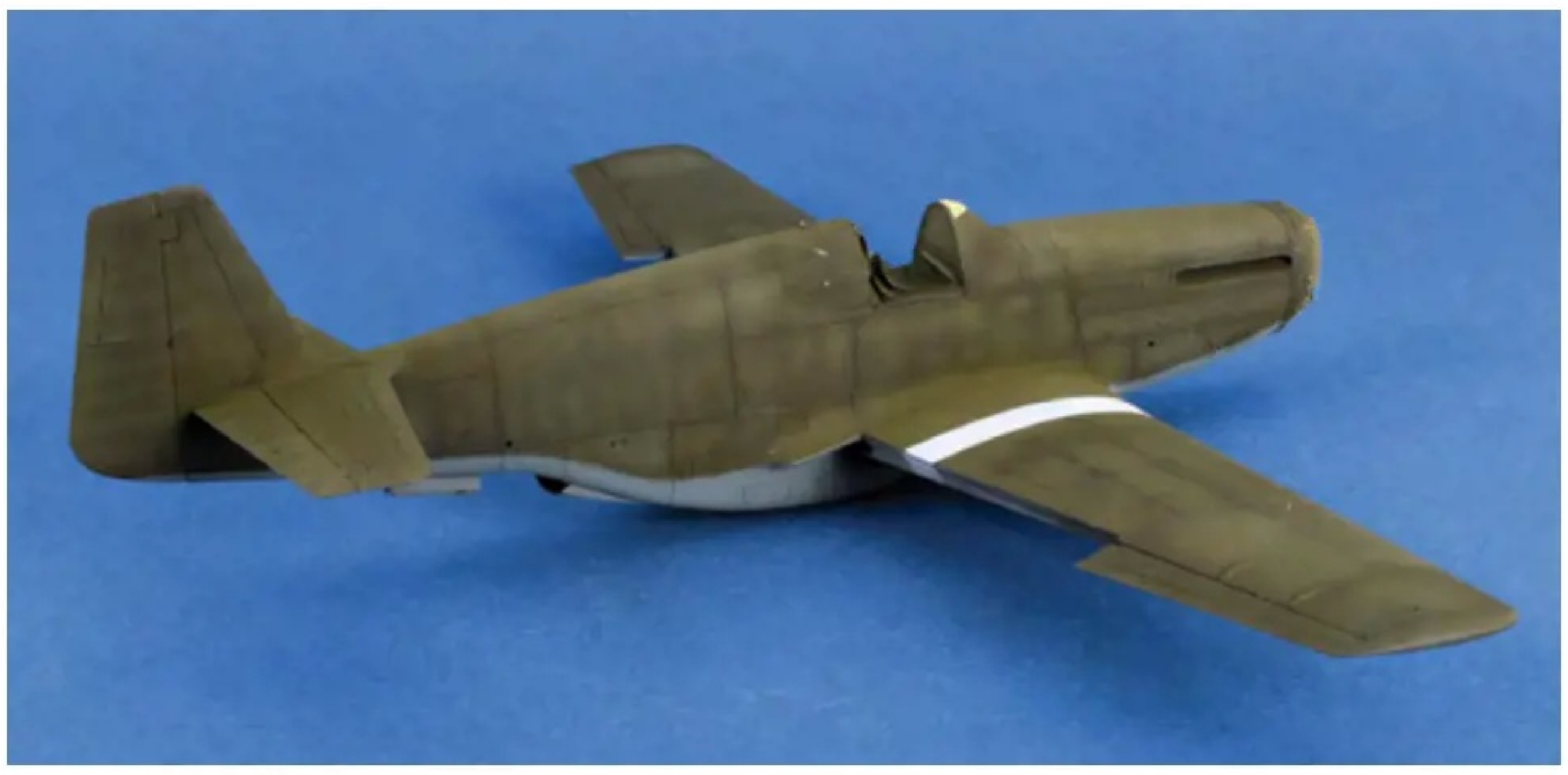




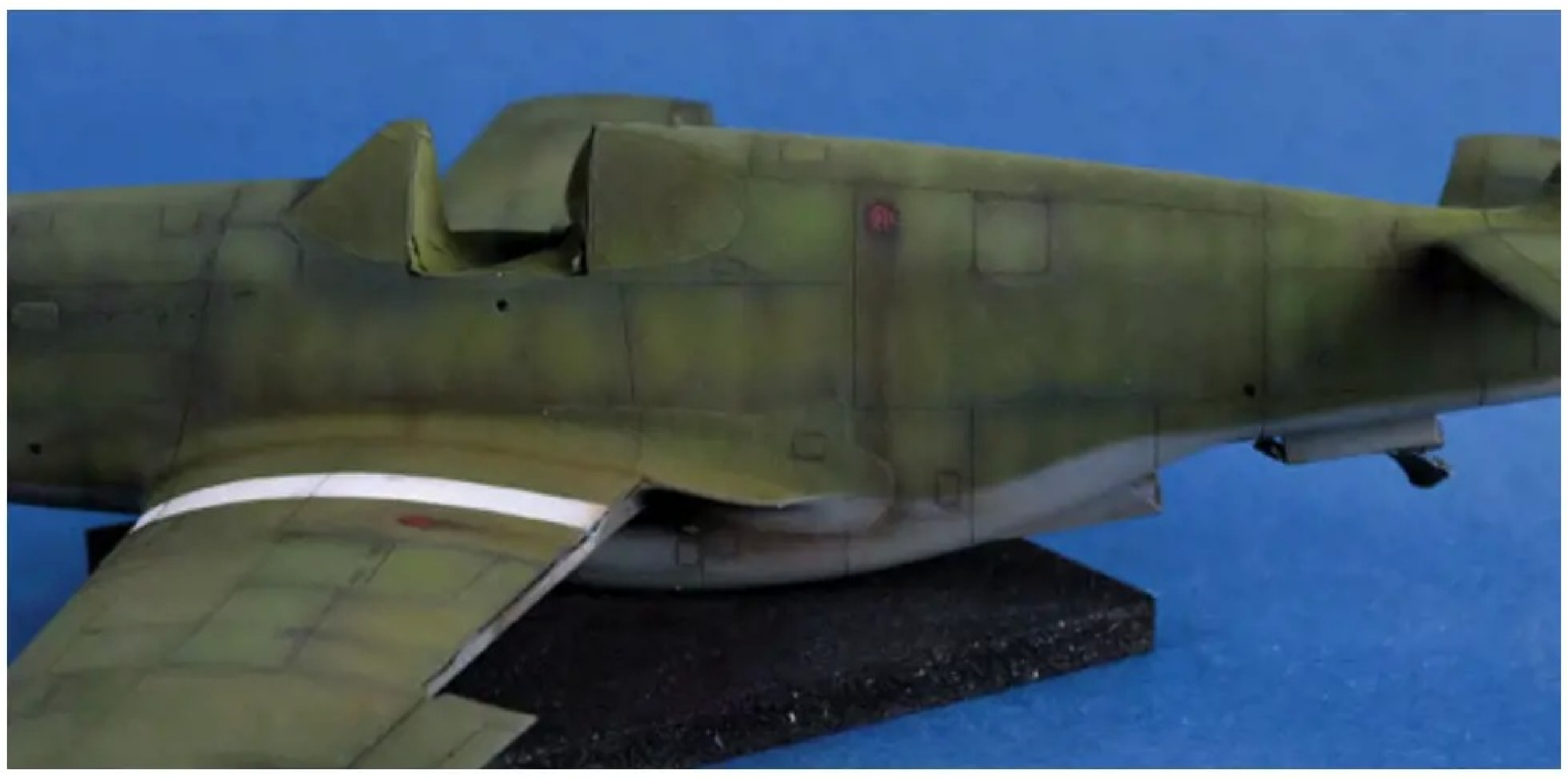


◀ The Olive Drab upper surfaces on QP-L were painted using the same 'patchwork' method as described for QP-B, although additional weathering was kept to a minimum.

▲ An experiment with under-painting: it was hoped the partial white undercoat would remain partially visible beneath the metallic layer. Unfortunately, this was only partially successful and the results not really worth the effort.



▲ Camouflage on QP-B was more standard fare, comprising a patchwork of Olive Drab over which a translucent coat of the same colour was sprayed, allowing the darker panel lines to remain partially visible.



▲ A close-up view reveals the subtle variations in tone; lighter mixes of the base colour were used to further highlight panels while brush-applied darker mixes created staining and depth around panels and inspection hatches.

curves at the fuselage's apex (a similar process was followed for the wings when time allowed, but wasn't photographed). The white and black stripes were then sprayed in turn. Red areas were next sprayed, freehand, on the horizontal and vertical tails and noses of both models. These areas were masked in their entirety, before the upper surfaces were airbrushed with ACU515 Olive Drab, using the same weathering techniques as described previously, and when dry these areas were also masked with tape.

It was now time to experiment: any remaining black-base coated areas on the fuselage and wing undersides received 130 Satin White enamel. Panel and rivet lines were not over-painted entirely, leaving hints of the darker basecoat remaining, to appear shadow-like against the stark white, while the panels behind the exhaust, a curving chin panel and the rudder were left largely black. When all was dry, highly diluted AC5501 Glosscote was applied to the white surfaces which – it was hoped – would add a natural sheen to the metallic covering to come. Ensuring that all masked edges were neat and secure to prevent paint bleeds, subtle layers of AK Interactive AK-481 Polished Aluminium were built-gradually, until the required opacity was achieved. This allowed a hint of the 'shadows' created along panel and rivet lines to remain partially visible through the translucent metallic coat. This effect was only partially achieved, while those panels that had remained mostly black did appear darker. It was also discovered, during later touch-ups, that the lacquer-based metal coating was quite resilient to masking… meaning that much of the white-on-black layering was unnecessary. It was a useful experiment, though, and the next time a natural-metal finish is needed the approach will doubtless be different.

Final touches

Normally I won't use a so-called 'pin-wash' to emphasise engraved detailing, believing this makes a model appear toy-like. Instead, depth was added to QP-B via my standard technique of combining a much-diluted 85 Coal Black, 29 Dark Earth and 186 Red Brown enamels to create an assortment of shades. These served as dirt

▶

MATERIALS AT A GLANCE

AK Interactive (www.ak-interactive.com)
AK481 Polished Aluminium

Humbrol (https://uk.humbrol.com)
85 Coal Black
29 Dark Earth
186 Red Brown
AC5401 Satin Cote
AC5501 Gloss Cote
AC5601 Matt Cote

Tamiya (www.hobbyco.net)
87080 Weathering Set B
X-27 Clear Red
X-24 Clear Yellow
X-25 Clear Green

Xtracolor (www.hannants.co.uk)
X117 Interior Green

"Eduard's 1/48 Royal Class Mustang P-51B/C is a masterful, value for money combination"

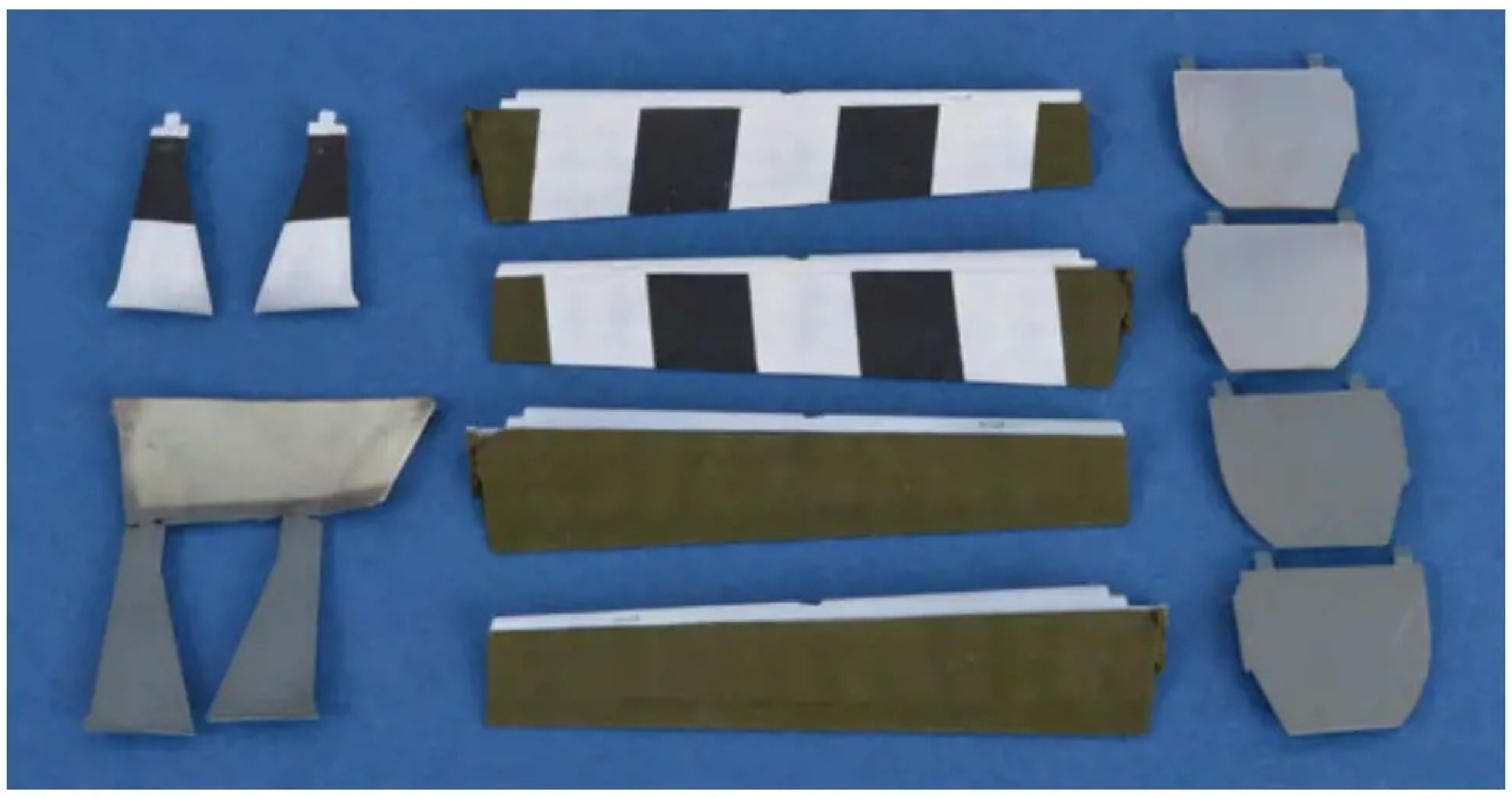
staining, oil streaking and depth around hatches, filler caps and removable panels where such grime might occur. The diluted enamel is simply painted into the engraved recesses with a thin brush and any access 'washed' in the direction of perceived airflow using a white spirit-dampened soft, flat brush.

The same technique was utilised on the camouflaged areas of QP-L, though the metallic surfaces required a slightly different approach, as neither the lacquer nor the underlying gloss varnish would have withstood being 'washed' with white spirit. Instead a similar colour combination of brown and black Tamiya weathering pastels (SKU87080 set B) was used. The pastels were dampened with water before being brushed into the recessed panel lines where required and then removing any with a water-dampened finger, cloth or brush. Note, if these pastels are allowed to dry thoroughly then they are practically immovable. Both models were then glossed in preparation for the markings.

In common with all of Eduard's recent offerings, the decals were of the 'peelable' variety; so dubbed by modellers, though not by the manufacturer (it has published guidance on how to get best results). These are viewed as inferior in quality and colour saturation to the Cartograf-products that used to grace Royal and ProfiPACK boxings, but Eduard offers so many exciting options that they are impossible to ignore. The decals were therefore applied, left to settle overnight, then peeled, neatened with a fine paint brush where necessary, and weathered to blend with the background surfaces. A final varnish was mixed using AC5401 Satin Cote and AC5601 Matt Cote to create eggshell finishes that differed slightly between the two… QP-B receiving a duller appearance than QP-L.

In conclusion

Eduard's 1/48 Royal Class Mustang P-51B/C is a masterful, value-for-money combination of plastic, resin and photo-etched metal; so much so, that I have two more tucked away for a not-so-rainy day. The Czech firm has once again outdone itself with this release, with the only caveat being the kit's decals, as already described.



▲ Many parts and sub-assemblies were painted separately, such as the wheel bay doors and flaps.

▶ Decals adhere best to a gloss surface, so a sufficient depth of Gloss Cote was built to allow wet sanding and polishing. Sanding a painted surface is always risky, and constant checks are needed to prevent rub-throughs.

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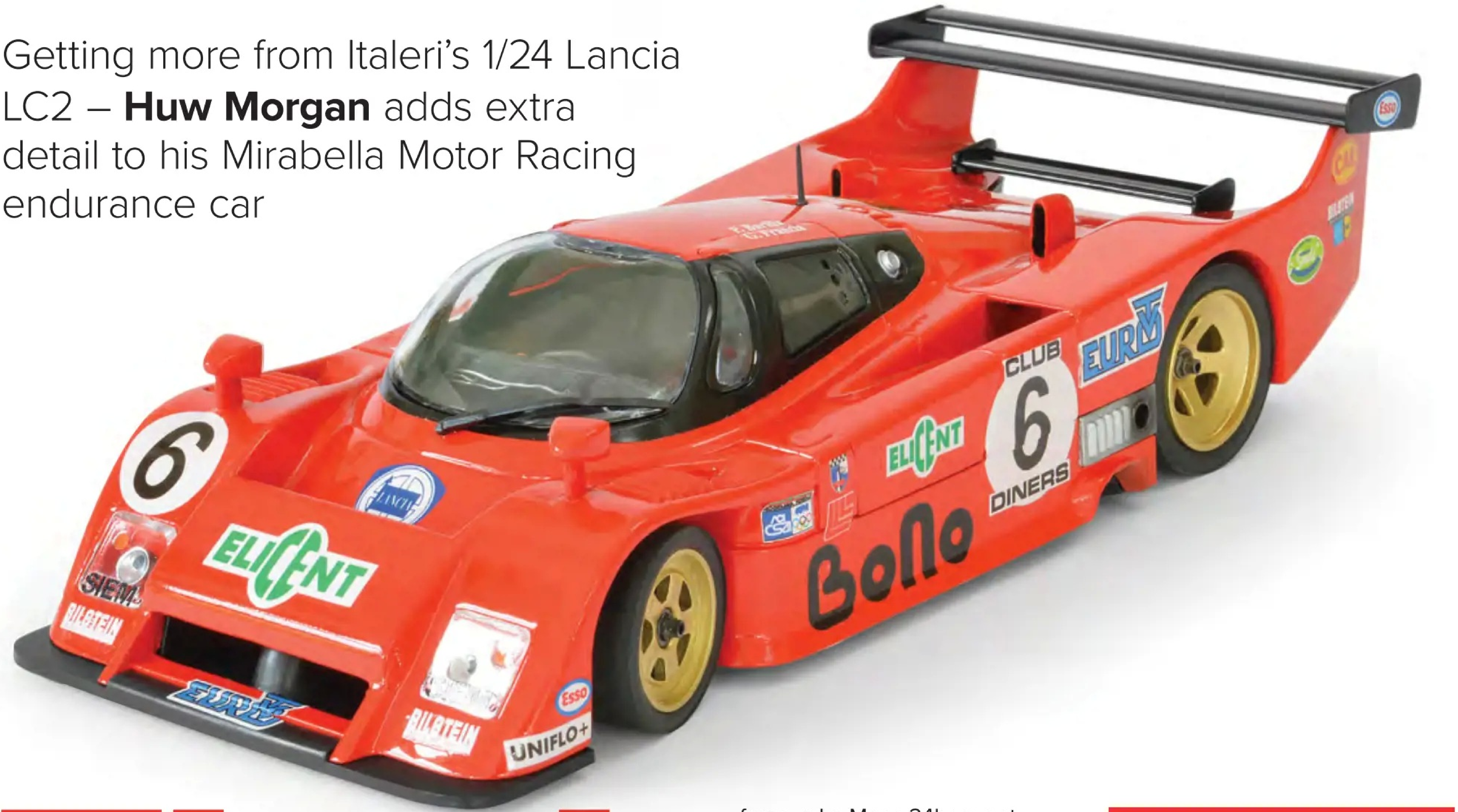
925/24

Getting more from Italeri's 1/24 Lancia LC2 – **Huw Morgan** adds extra detail to his Mirabella Motor Racing endurance car



Flash in the Pan

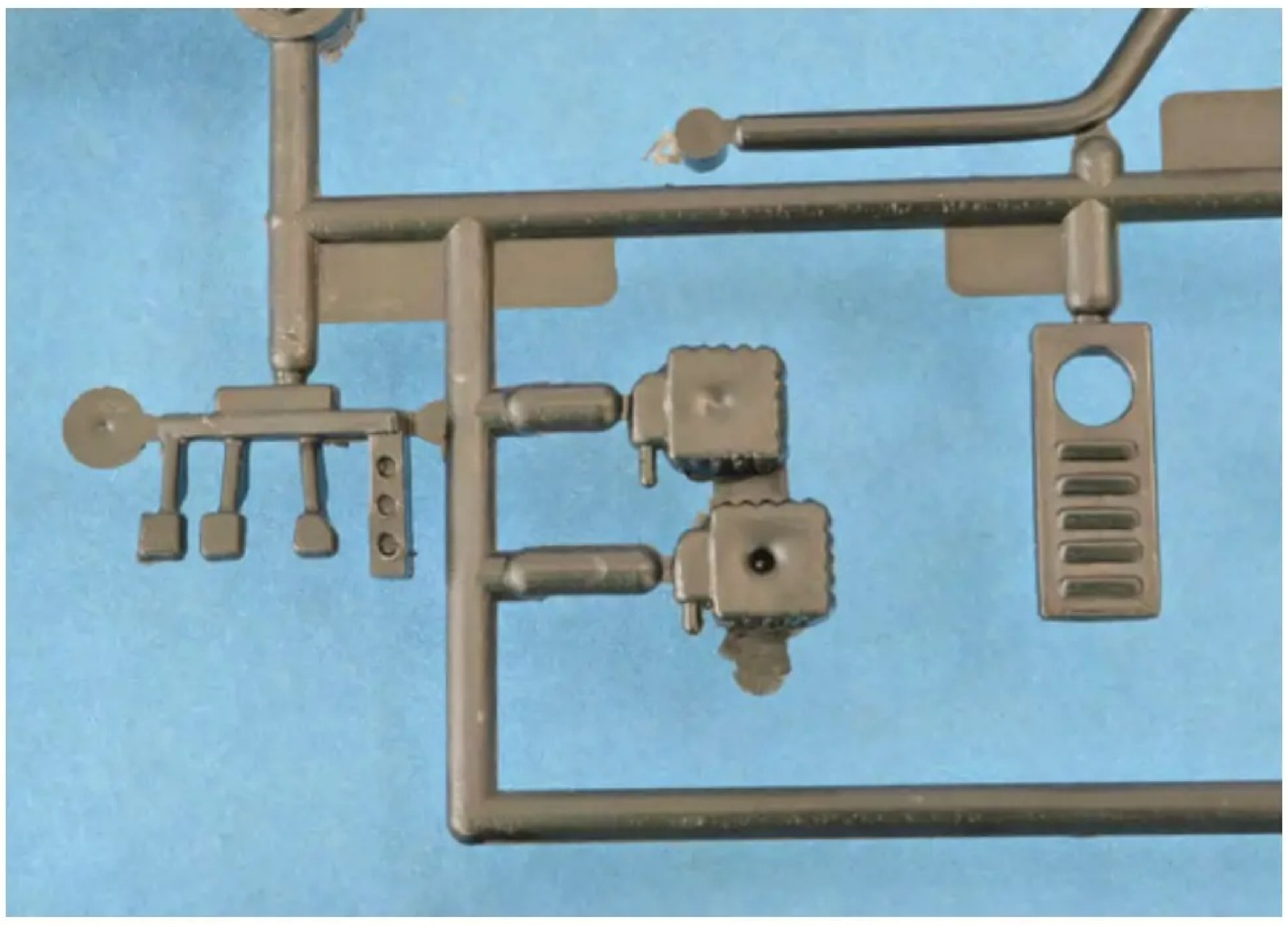
Lancia's LC2 was a sports racing coupé built to the FIA Group C regulations introduced in 1982 and was the ruling formula for a number of endurance events around the world, typically of 1,000km duration, plus the famous Le Mans 24hr event.

It was raced from 1983 to 1986 with sporadic success, hampered by frequent engine and chassis failures. And, while blindingly quick and a regular pole-sitter (outqualifying the contemporary Porsche 956), the Lancia's fragility meant it never capitalised on its potential. Group C regulations represented the pinnacle of sports car racing in the mid 1980s and specified limits on engine size, engine derivation (engines had to be based on production units), and in an indirect way, on fuel consumption through the

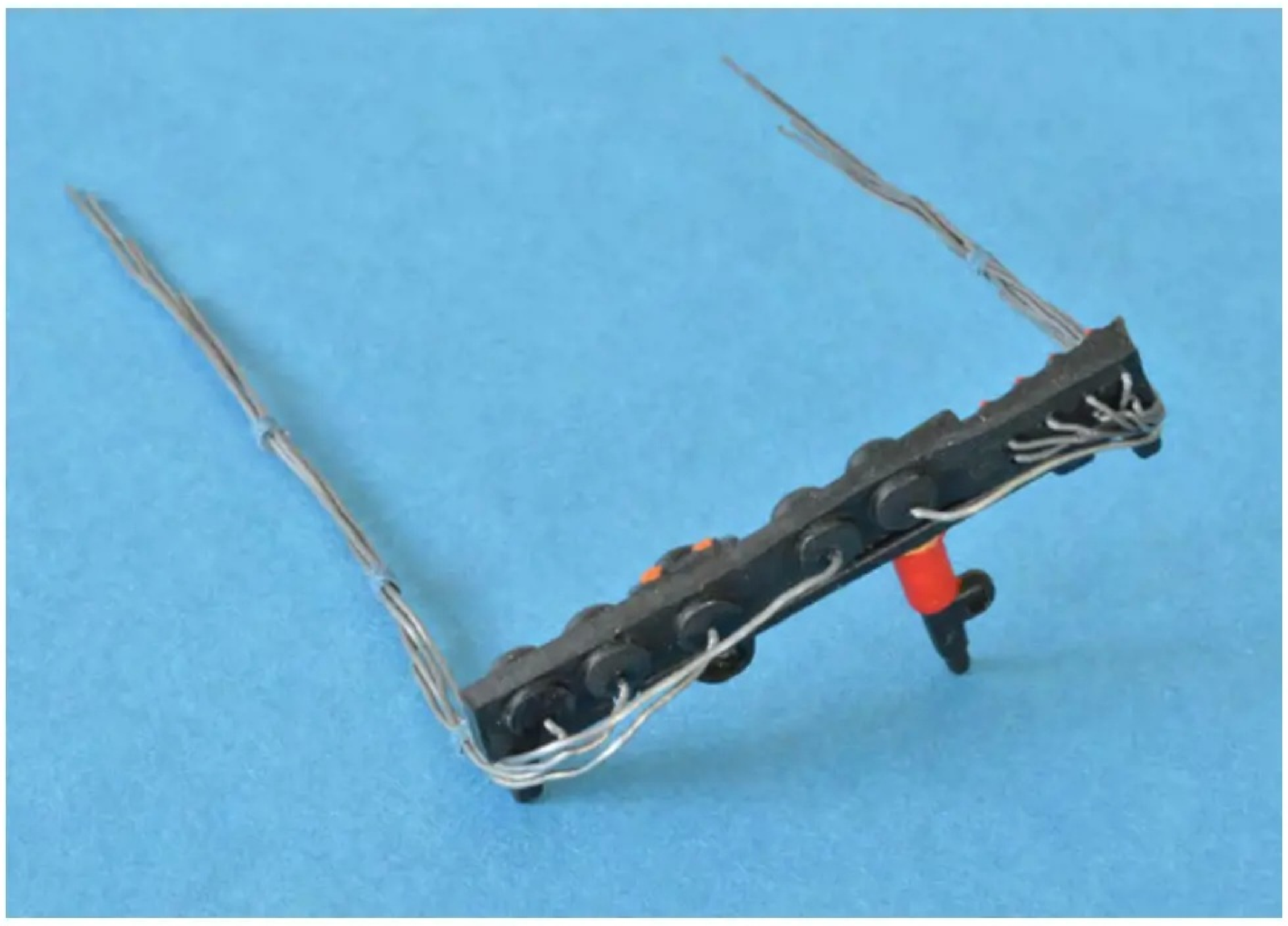
MODEL SPEC

Lancia LC2
By: Italeri (ex Protar)
Stock Code: 3641
Scale: 1/24
Price: £36.99
Available from: The Hobby Company (www.hobbyco.net)

Lancia LC2
1:24
ITALERI
№ 3641



▲ Many of the smaller parts suffered from flash and serious sink marks; these aren't difficult to fix, but tedious nonetheless.



▲ The rear of the instrument panel is visible through the windscreen, so cables and connections were added via lead wire.

MARTINI
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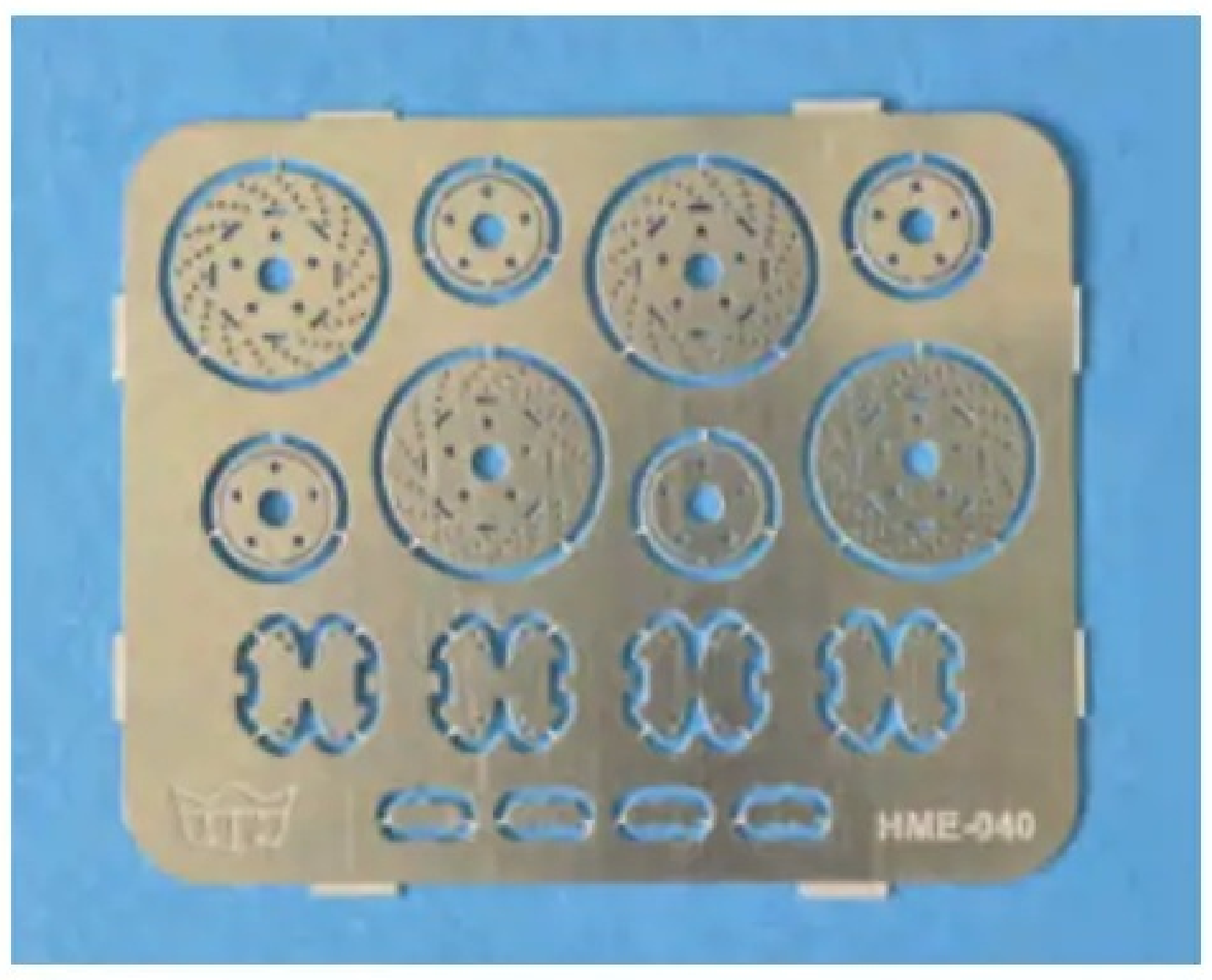
4 5
MARTINI RACING
LANCIA MARTINI
SIEM
No 3641 - Lancia LC2 1983 "Sport Prototypes Racing Season"



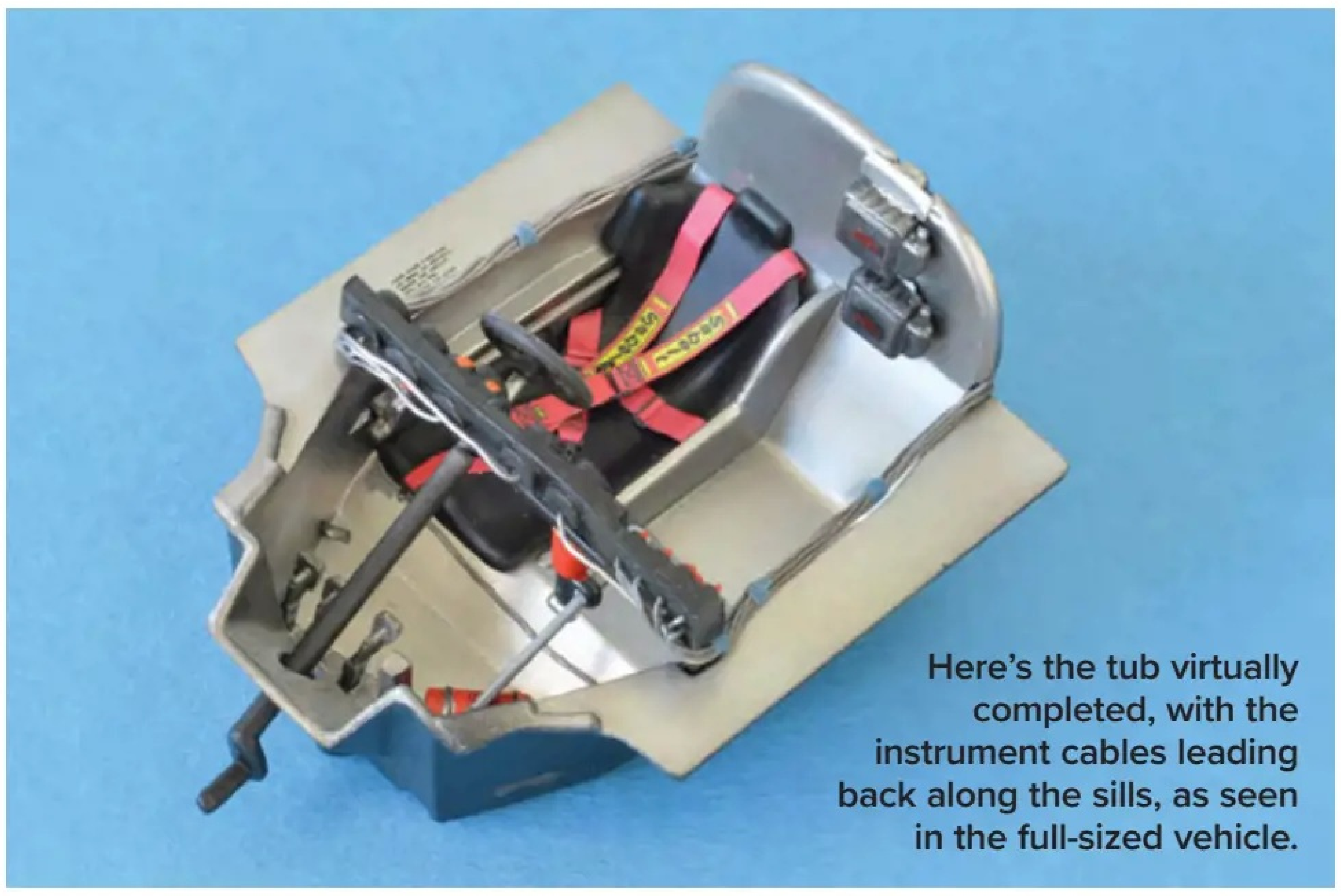
▲ The kit's blank brake discs would be improved using Highlight's PE versions, which aren't ideal but are far superior in appearance.

◀ Italeri's decals represent the well-known Martini-sponsored works' cars and are printed beautifully by Italy's Cartograf.

▼ The alternative Decalcas markings show one of the few privateer cars operated, in this case the Mirabella entry at the 1983 Spa 1,000km race.

Eduard's PE seatbelts are comprehensive, but are tricky to shape convincingly, with adaptation needed to suit particular installations.

SIEM SIEM
BILSTEIN BILSTEIN
Esso Esso
UNIFLO+ UNIFLO+
Bono
Bono
ELICENT
CLUB
6
DINERS
EURO
CAR CAR
MIRABELLA RACING
G. Francia P. Barilla
P. Barilla G. Francia
decalcas
DCL-DEC069
Lancia LC2 - Escuderia Mirabella
MIRABELLA RACING



Here's the tub virtually completed, with the instrument cables leading back along the sills, as seen in the full-sized vehicle.

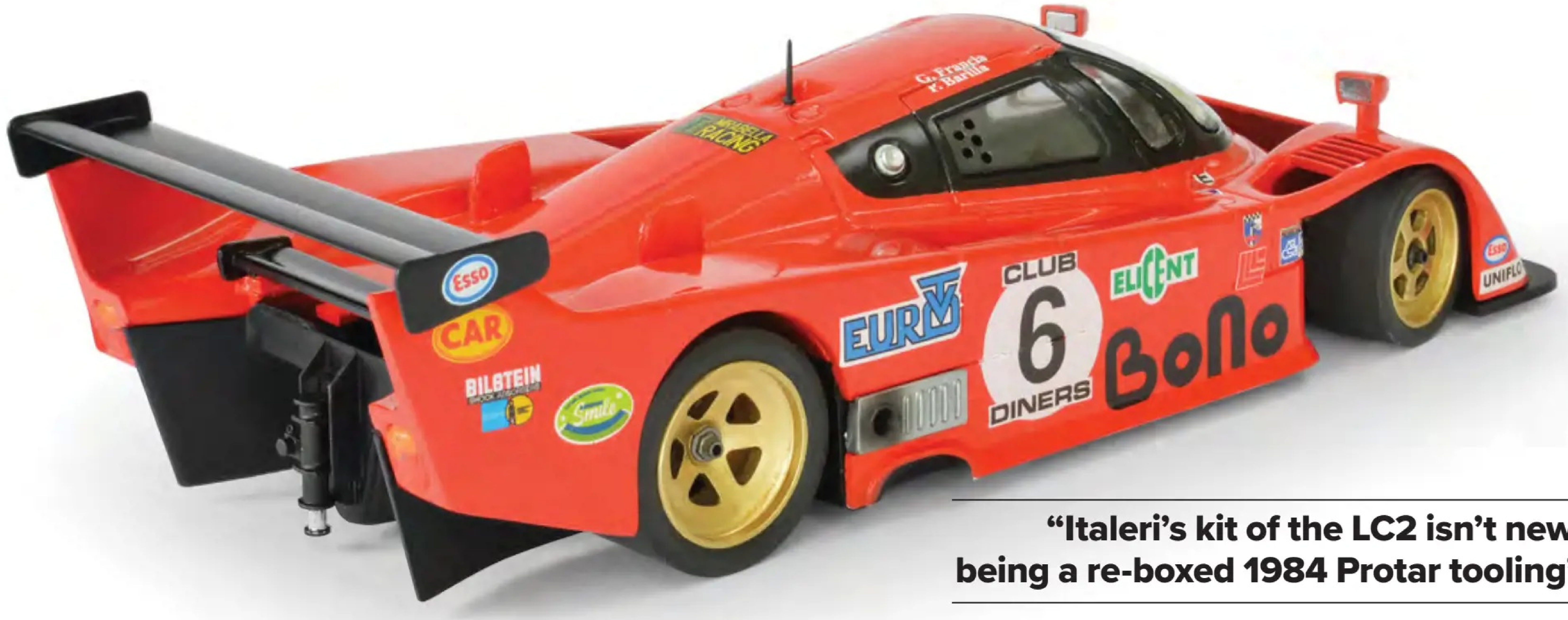
imposition of a maximum fuel tank size.

In the absence of a Lancia base unit, the LC2 used a twin turbo V8 borrowed from sister company Ferrari's GTO308, initially re-engineered to have a capacity of 2.6 lit (later increased back to the production engine's 3 lit) and KKK turbochargers to replace the IHI units in the production engine; in 2.6 lit form the engine produced approximately 650hp. The chassis was designed and built by Giampaolo Dallara; his products still grace race tracks, and his company is involved in cutting-edge racing technology.

In its short 'life' the LC2 competed in 51 races, winning just three, but showing potential via 13 pole positions and 15 fastest laps. By the time of its swansong in 1985-86 Lancia had already switched attention to a field in which it would prove supreme; World Championship Rallying, with the Rally 037 and Delta S4.

Racer in miniature

Italeri's kit of the LC2 isn't new, being a re-boxed 1984 Protar tooling that is relatively simplified; this example having just 62 parts in white and black styrene, 11 clear, four synthetic rubber tyres and a short length of tubing for the in-cockpit wiring. It's therefore an archetypal 'kerbside' ▶


G. Francia
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CAR
BILSTEIN
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DINERS
ELICENT
Bono
UNIFLO

> **"Italeri's kit of the LC2 isn't new, being a re-boxed 1984 Protar tooling"**

model, intended to be viewed entirely from outside, so lacking little internal detail other than a rudimentary driving compartment.

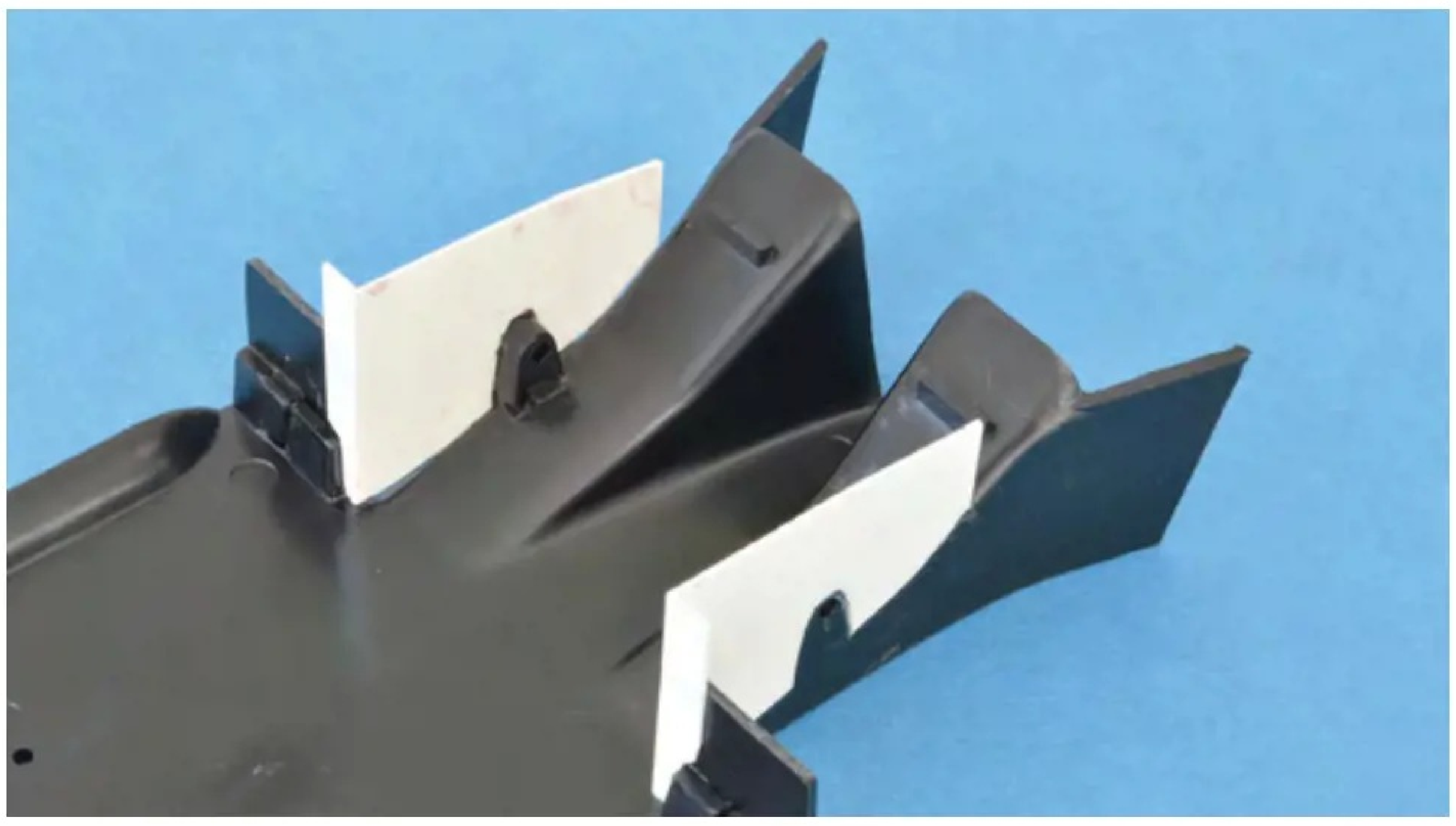
The kit represents the early, 1983 version of the bodywork, with single light units and without the vents and triple tunnels for the oil coolers fitted on later versions. The moulding isn't bad, the one-piece upper body shell being smooth and mostly free of flaws, albeit with fairly hefty panel lines. However, the main issue is a prevalence of serious mould shrinkage scars, with many of the smaller parts suffering notably, and the main bodyshell has three or four quite deep marks on each side. On the plus side, the simple engineering does allow the model to be built quickly and in a straightforward manner, if you're not too bothered about adding detail or serious remediation, and in that sense it could make for a useful starter kit for a novice or junior interested in race cars.

Unfortunately, being many decades away from a junior, and having experience with aircraft and armour, this modeller couldn't resist the urge to tweak things along the way. Italeri's LC2 comes with an excellent Cartograf-printed decal sheet, depicting the Martini livery of the works cars and allowing two chassis to be modelled. Having built a Martini-liveried version some years ago, something different was needed in this case, answered conveniently by a recent issue of a decal scheme from Spanish company Decalcas (DCL-DEC0069) representing the privateer Mirabella racing entry in the 1983 Spa 1,000km event, in which it finished sixth, beating the works' cars into seventh and 11th positions. Two other aftermarket items were to hand for this build: Eduard's pre-coloured photo-etched (PE) metal Sabelt racing belts (24201 – sadly now out of production) and PE metal 12mm brake discs from Highlight (HME-040), the latter to replace the kit's blank styrene versions.

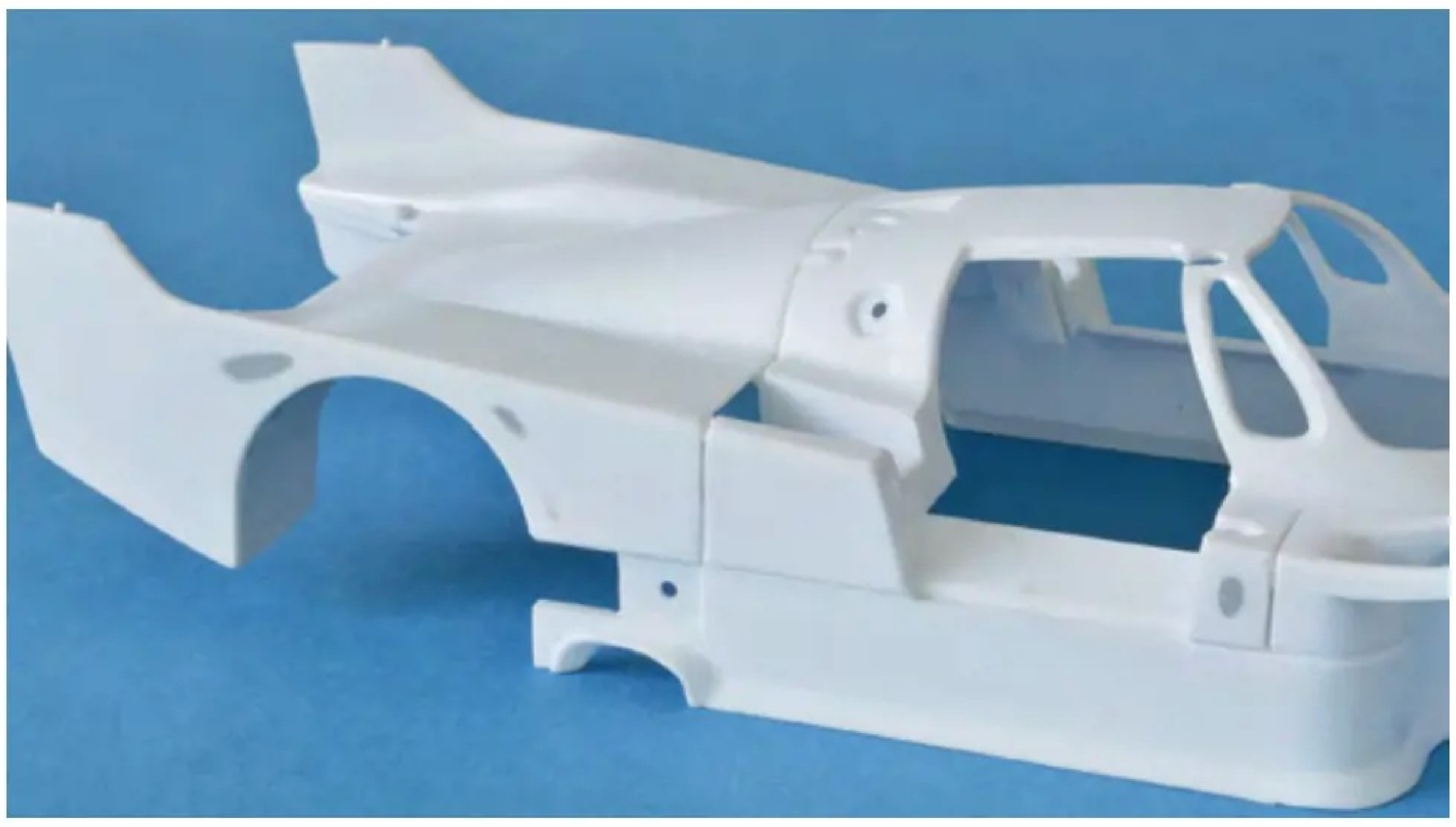
Belts and boots

The low parts count inevitably leads to a relatively straightforward build, although it makes sense to view the assembly as a whole, rather than a rigid series of steps, not least to minimise the number of paint changes needed, particularly on the chassis and running gear. First, the one-piece cockpit tub received ignition packs on the rear bulkhead, plus the gear-change lever, steering column and pedal box fitted, along with the dashboard bridging component. The ignition packs in particular suffered from serious shrinkage, so after basic filling, they were faced with thin plastic card. Everything was primed and then sprayed lightly with various Alclad aluminium tones and the seat received matt black. Eduard's Sabelt harnesses were then assembled and fitted, although in truth several of the smaller components were omitted as they wouldn't be visible. Sink marks were also present on the instrument panel dial faces and, since it was planned to add additional wiring detail to the back – all of which would be visible through the windscreen – the depressions were filled using a superglue/talcum powder mix to add bulk.

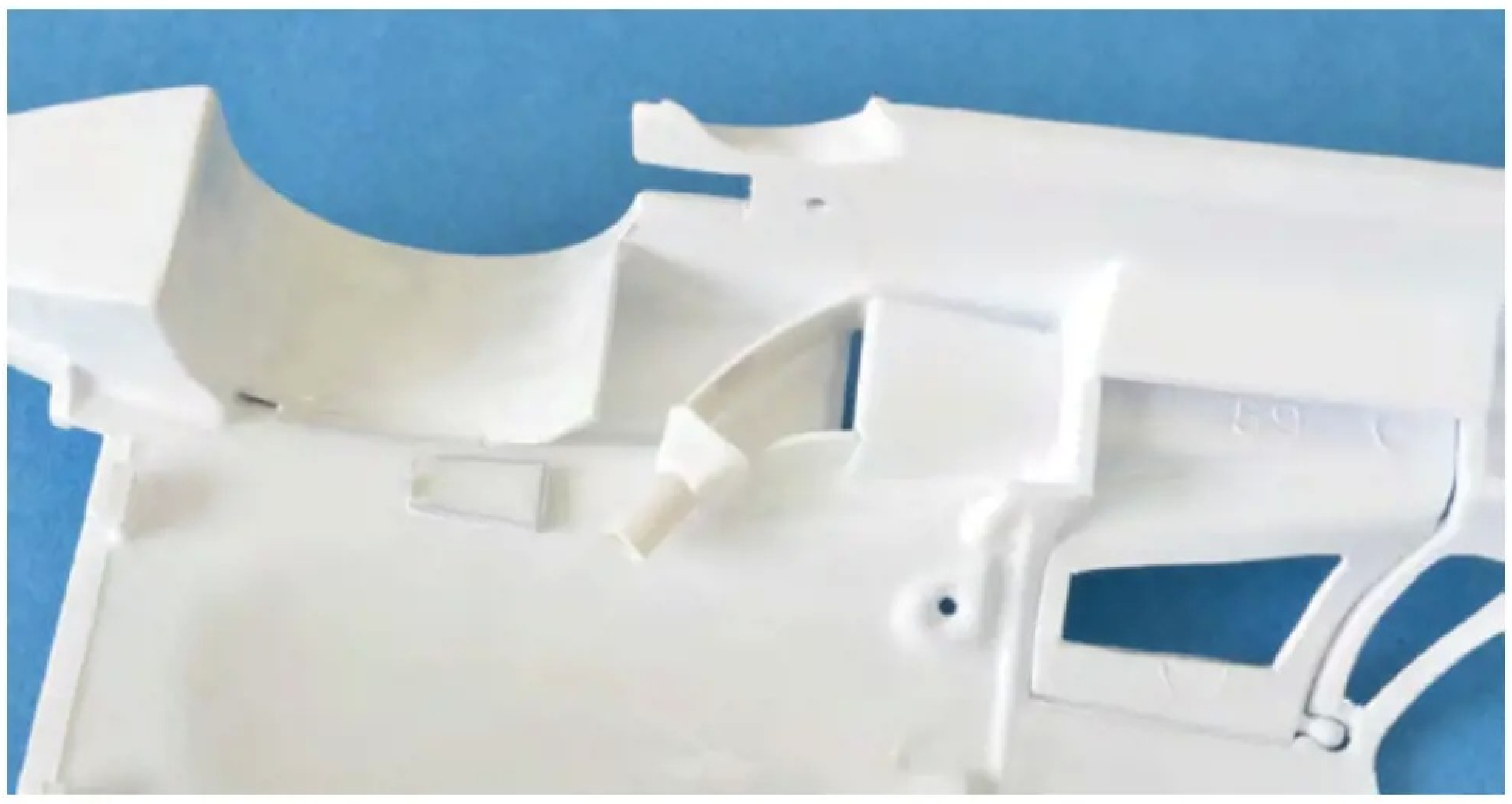
Italeri's instrument panel decals were reasonably convincing and the dash support strut acquired some padding, fashioned from red-painted tape. A fire extinguisher in the front footwell was plumbed using lead wire, with this material also used for the instrument cables, bundles being



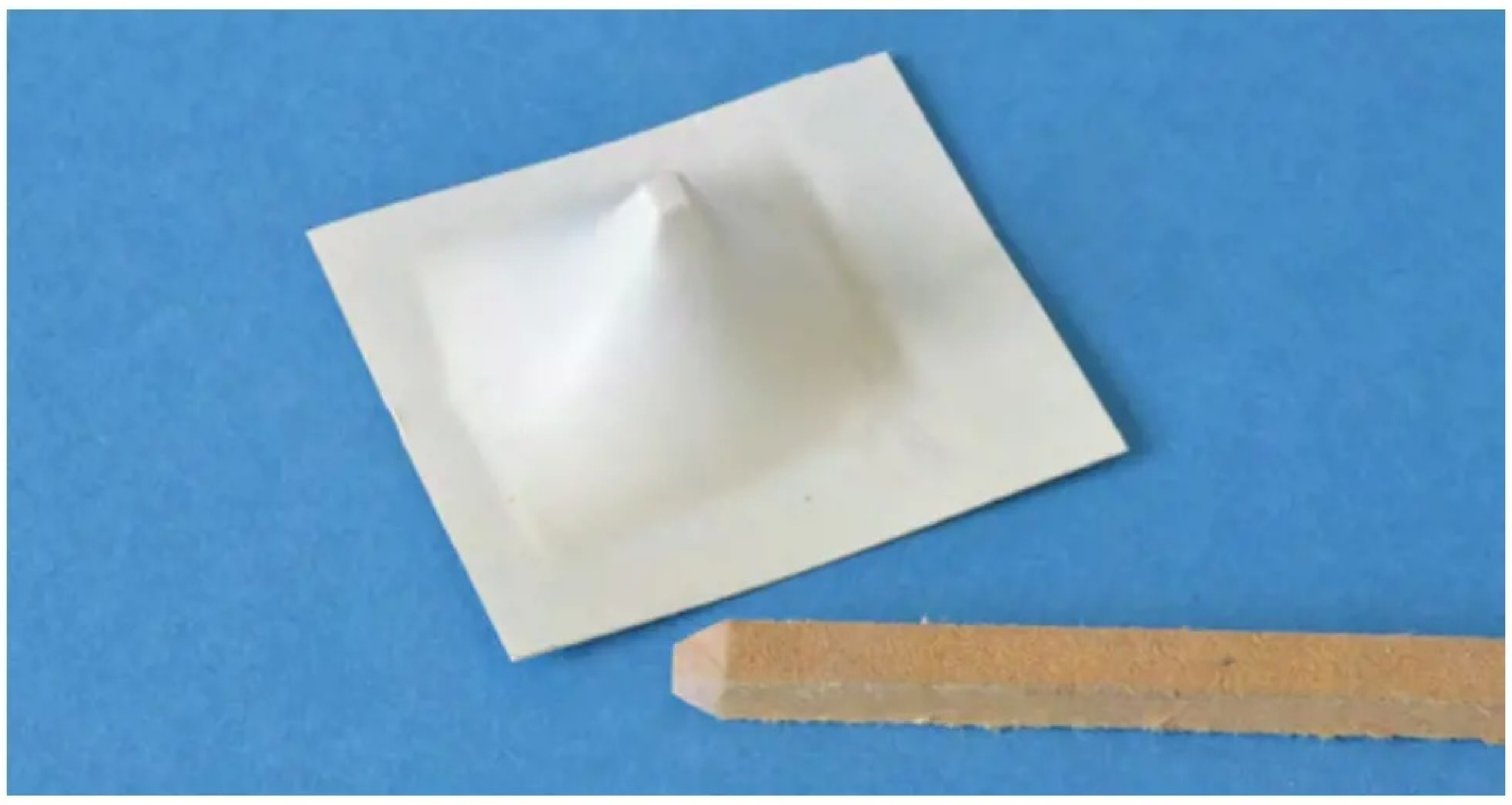
▲ To prevent a 'see-through' model, the empty rear arches were filled with plastic card, which was continued around the inner corner to link with the wheel-arch panel.



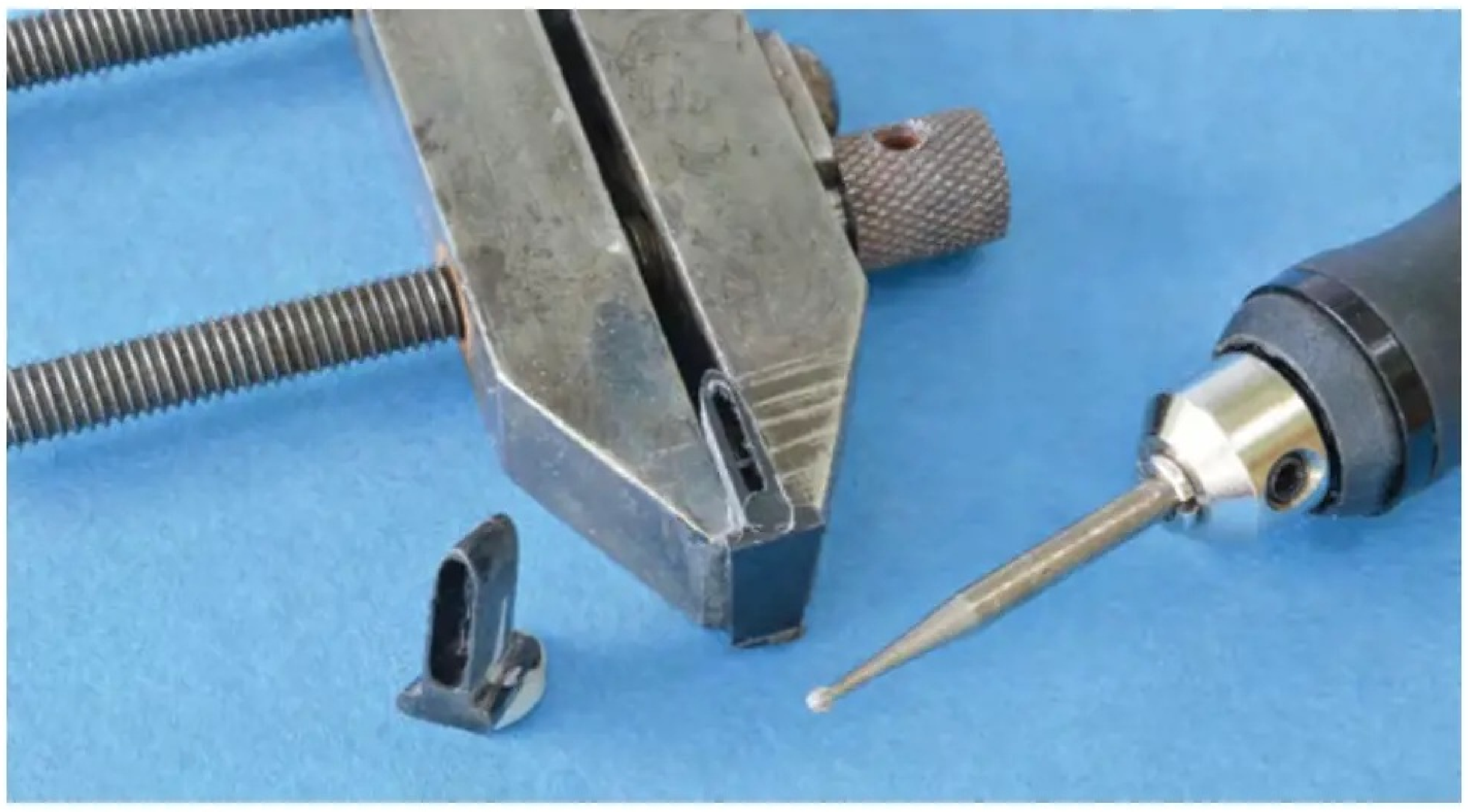
▲ The body has a number of shallow sink marks along its length and these were filled with Mr. Surfacer 500. Note also the area cut away for the turbo exhaust, which would be enhanced with brass tube.



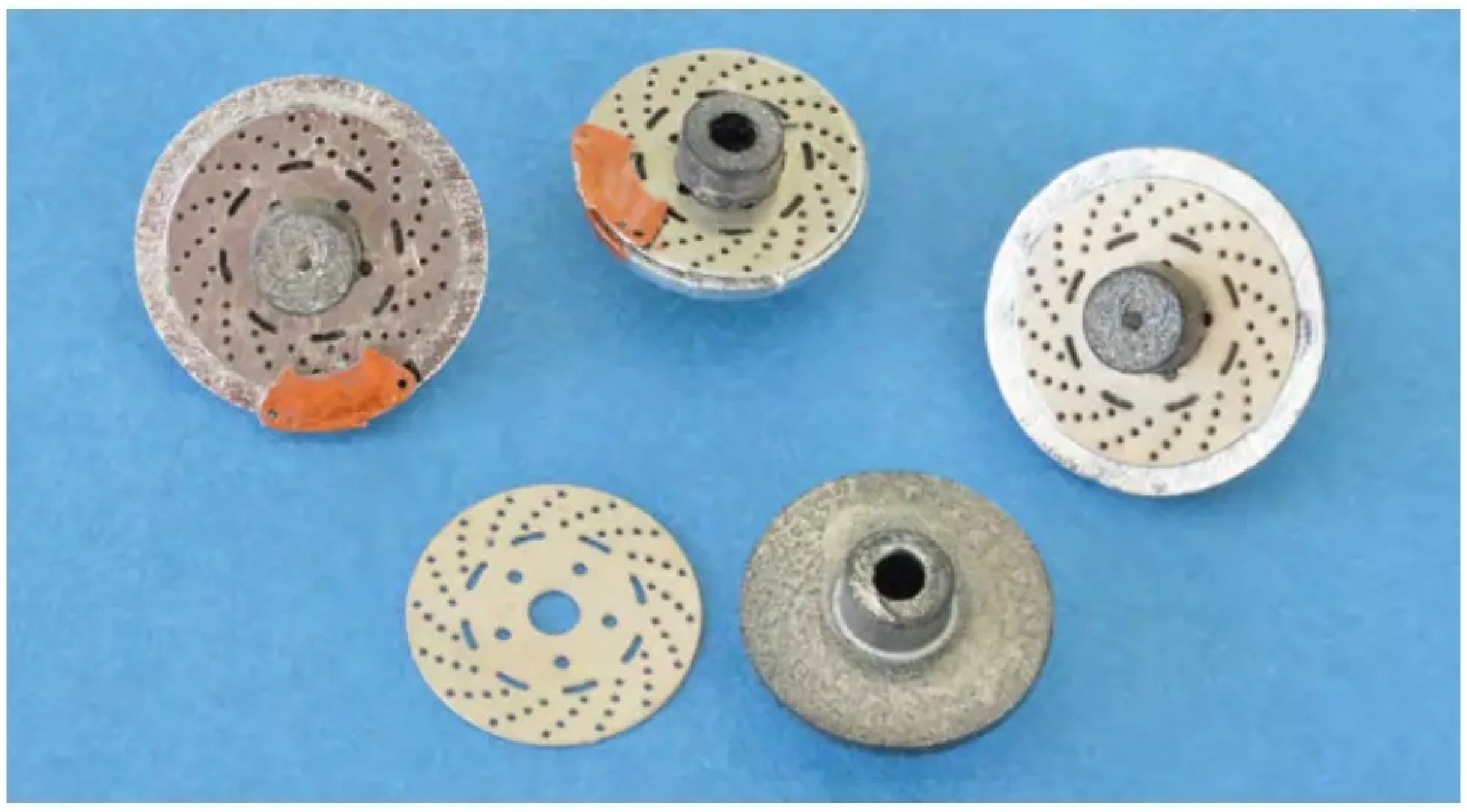
▲ Wheel arches were added via plastic card to join with the new vertical walls. At this stage the additions to the side ducts have also been attached, involving plastic card side panels and a moulded transition element.



▲ In making the side pod ducting it was necessary to form a transition from a rectangle to a circle, with the end piece being a semi-conical section plunge moulded and cut to size.



▲ The intake ducts on the rear deck were rather crude and were opened using a small ball cutter.

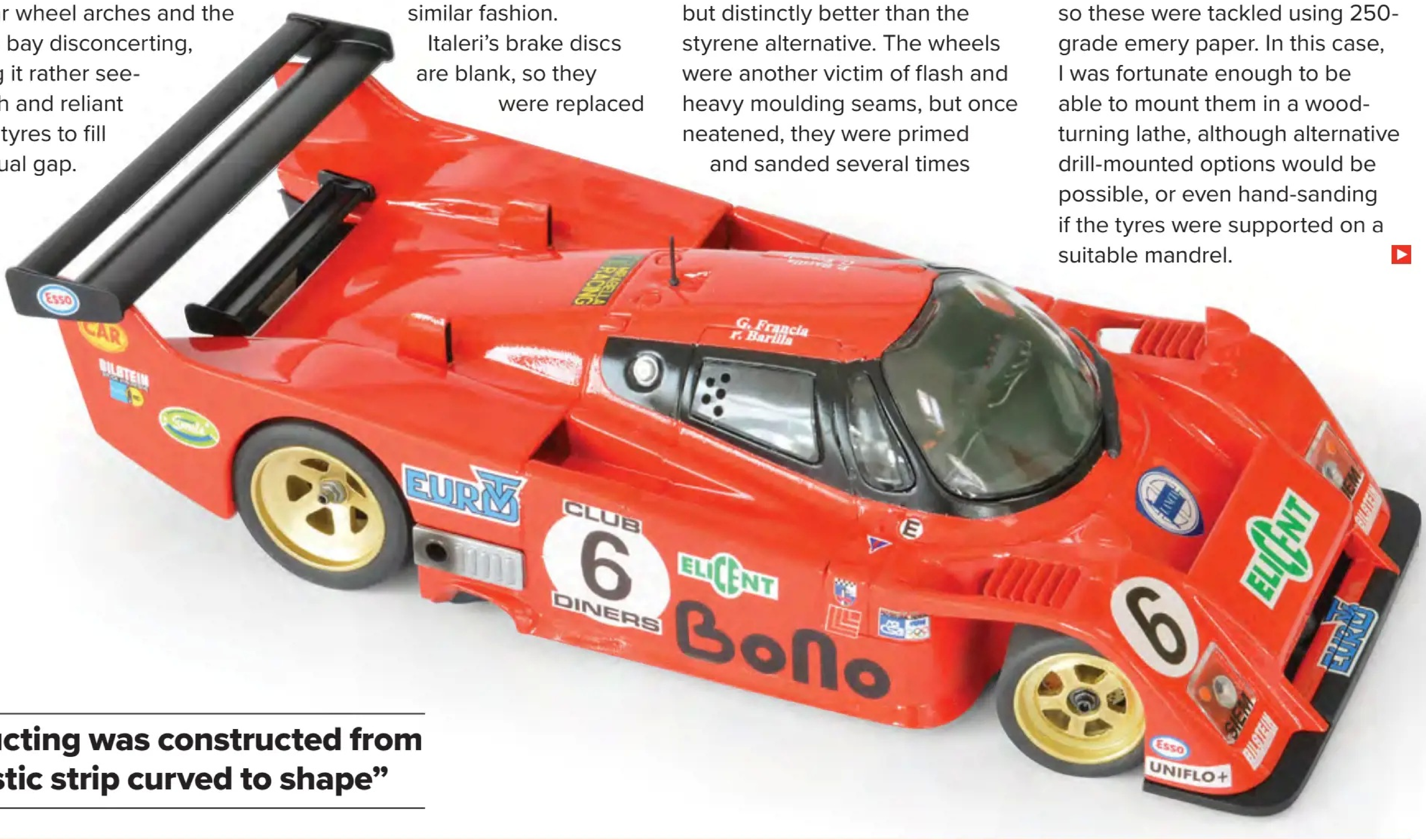


▲ Although they weren't of the correct size for the front brakes, Highlight's disc faces added finesse to the kit's plain styrene.

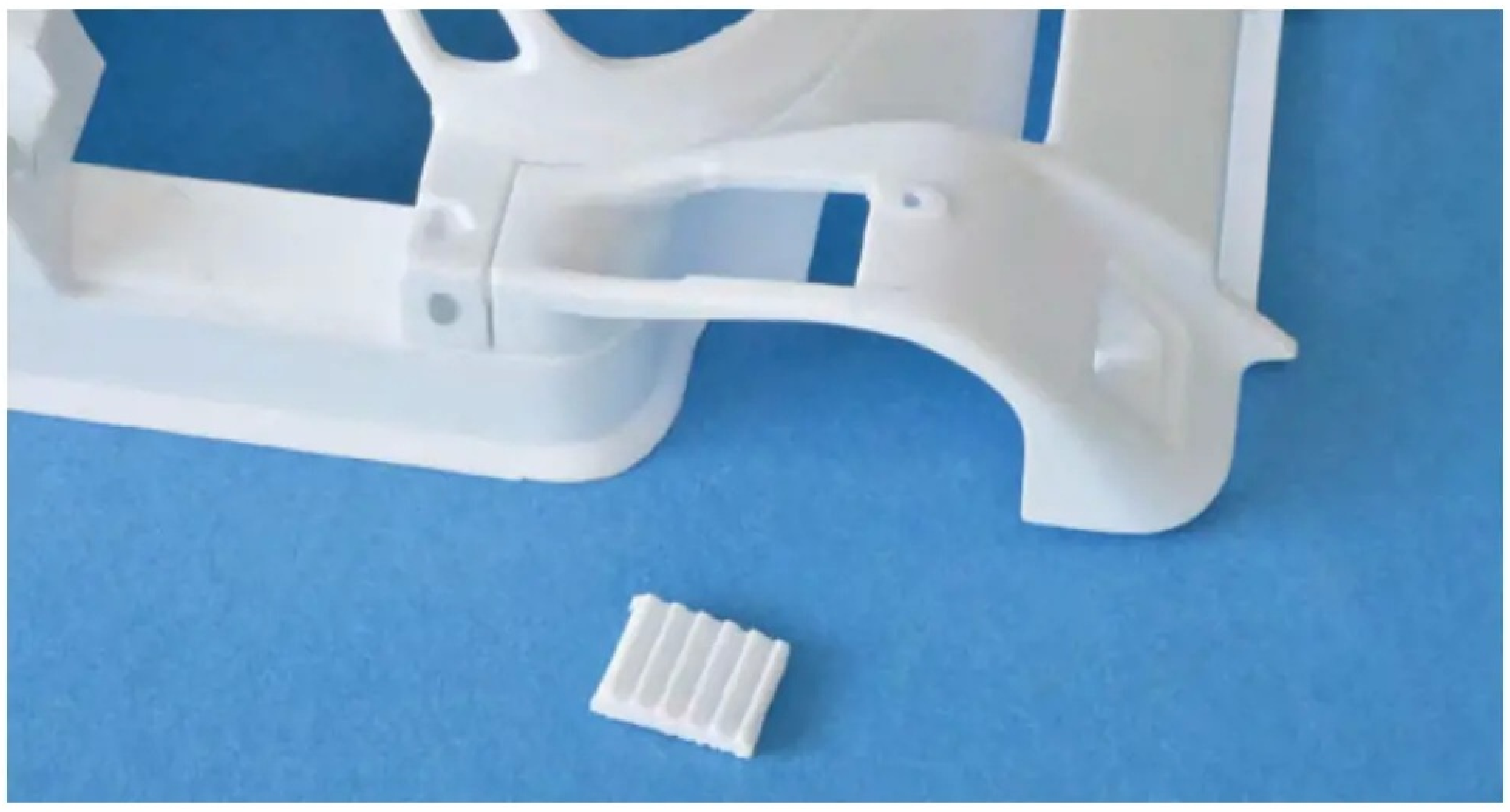
drawn together to run each side of the tub.

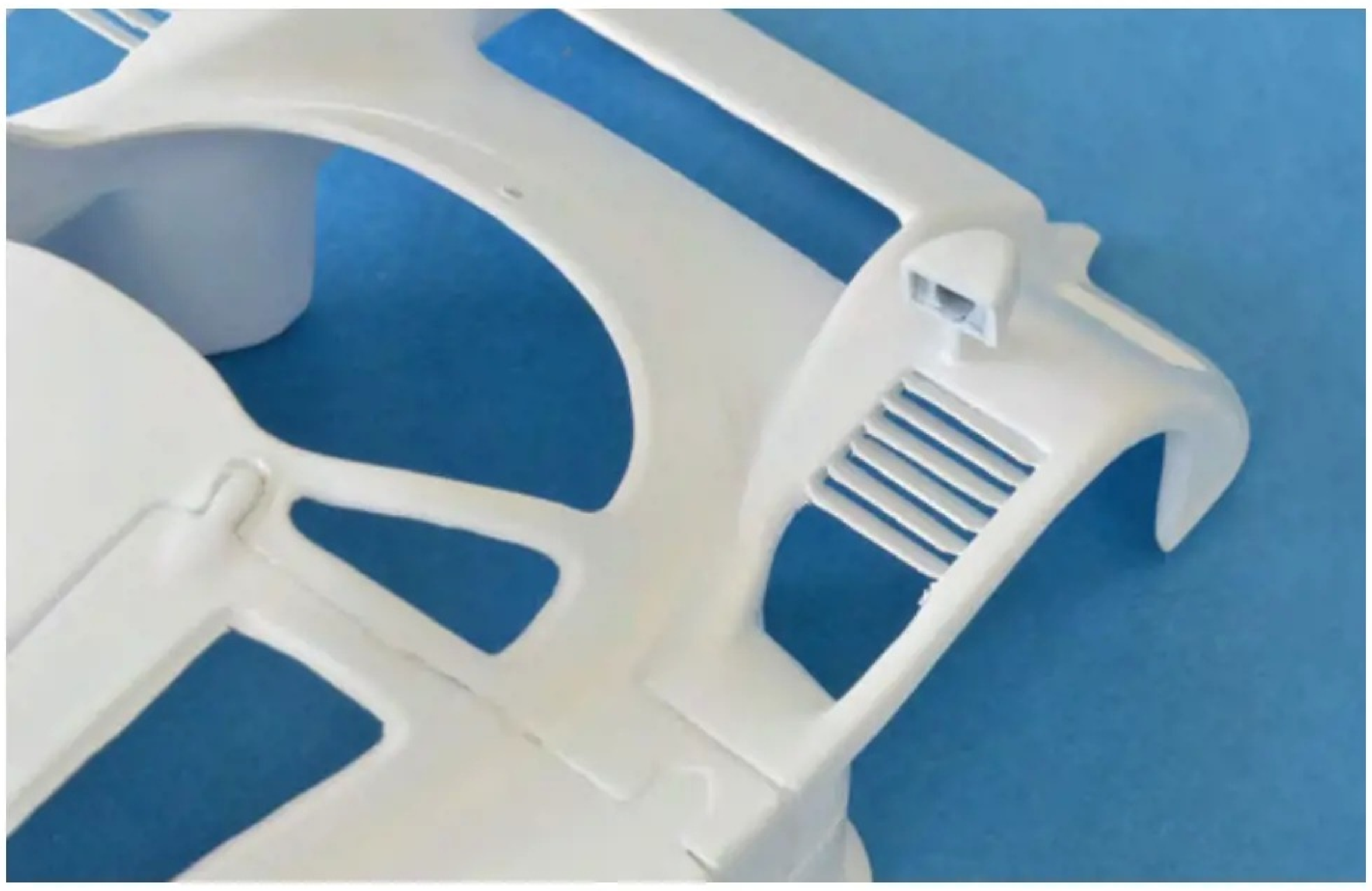
The undertray/chassis doesn't need much work, although I found the lack of inner walls between the rear wheel arches and the engine bay disconcerting, making it rather see-through and reliant on the tyres to fill the visual gap. As a remedy, plastic card was cut to rather crudely fill the gap – this would join with scratch-built inner wheel arches, with the front intake for the radiator being boxed in a similar fashion.

Italeri's brake discs are blank, so they were replaced with Highlight's superb PE items. These required the central hole widening to fit over the kit hubs – not ideal, since the front and rear discs are different sizes, but distinctly better than the styrene alternative. The wheels were another victim of flash and heavy moulding seams, but once neatened, they were primed and sanded several times before receiving Tamiya TS-21 Gold straight from a rattle can. Similarly, the vinyl tyres required the central seam removing and exhibited rather polished surfaces, so these were tackled using 250-grade emery paper. In this case, I was fortunate enough to be able to mount them in a wood-turning lathe, although alternative drill-mounted options would be possible, or even hand-sanding if the tyres were supported on a suitable mandrel.

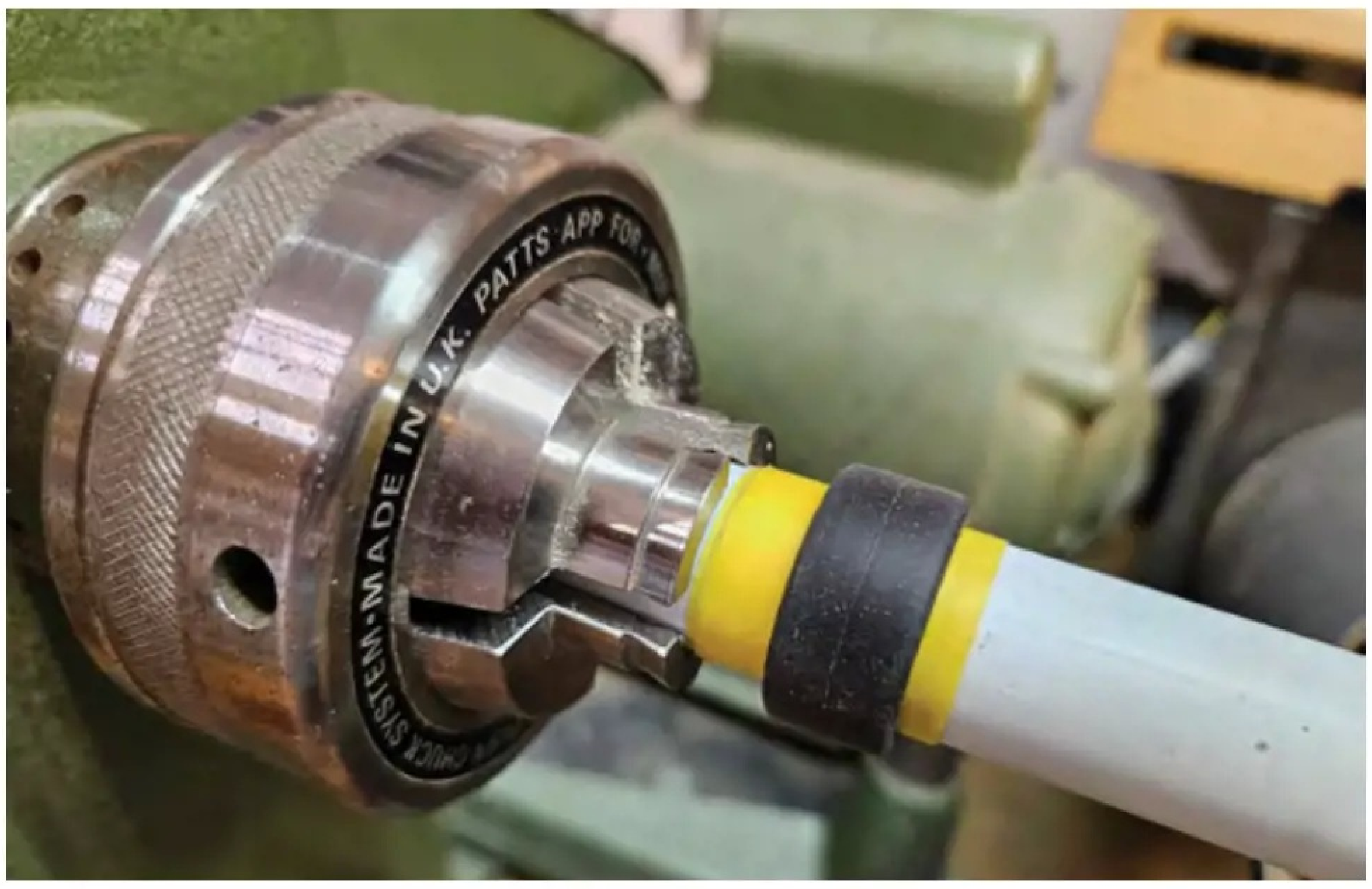


"Ducting was constructed from plastic strip curved to shape"

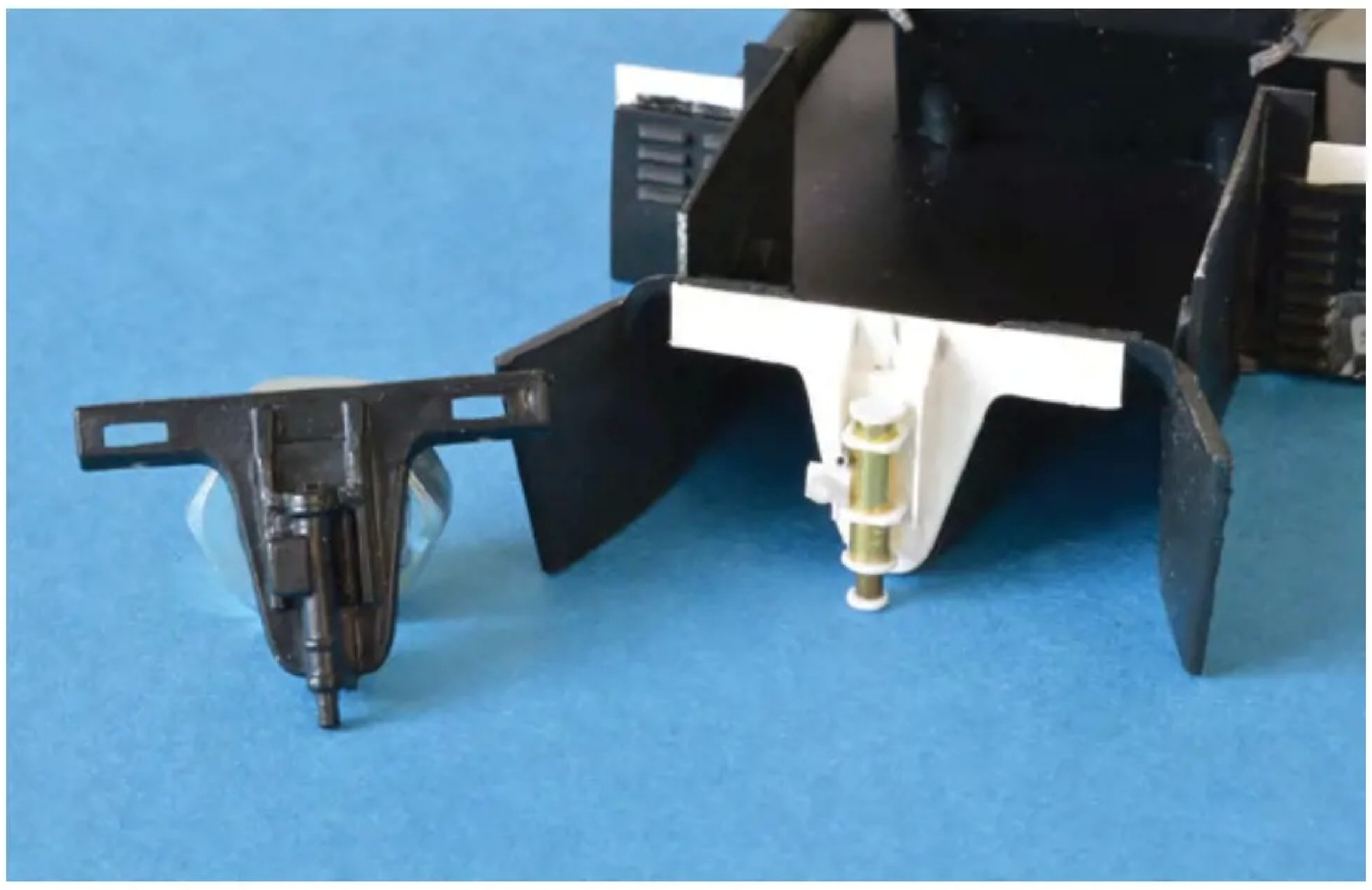




▲▶ The front wheel arches have a clunky representation of the slatted vents ahead of the main exhaust. These were improved by cutting out the kit plastic and replacing them with plastic card versions… a rather fiddly task.



▲ Italeri's vinyl tyres had a prominent mould seam and polished surfaces, so they were treated using abrasive paper – in this case mounted on a mandrel in a lathe.



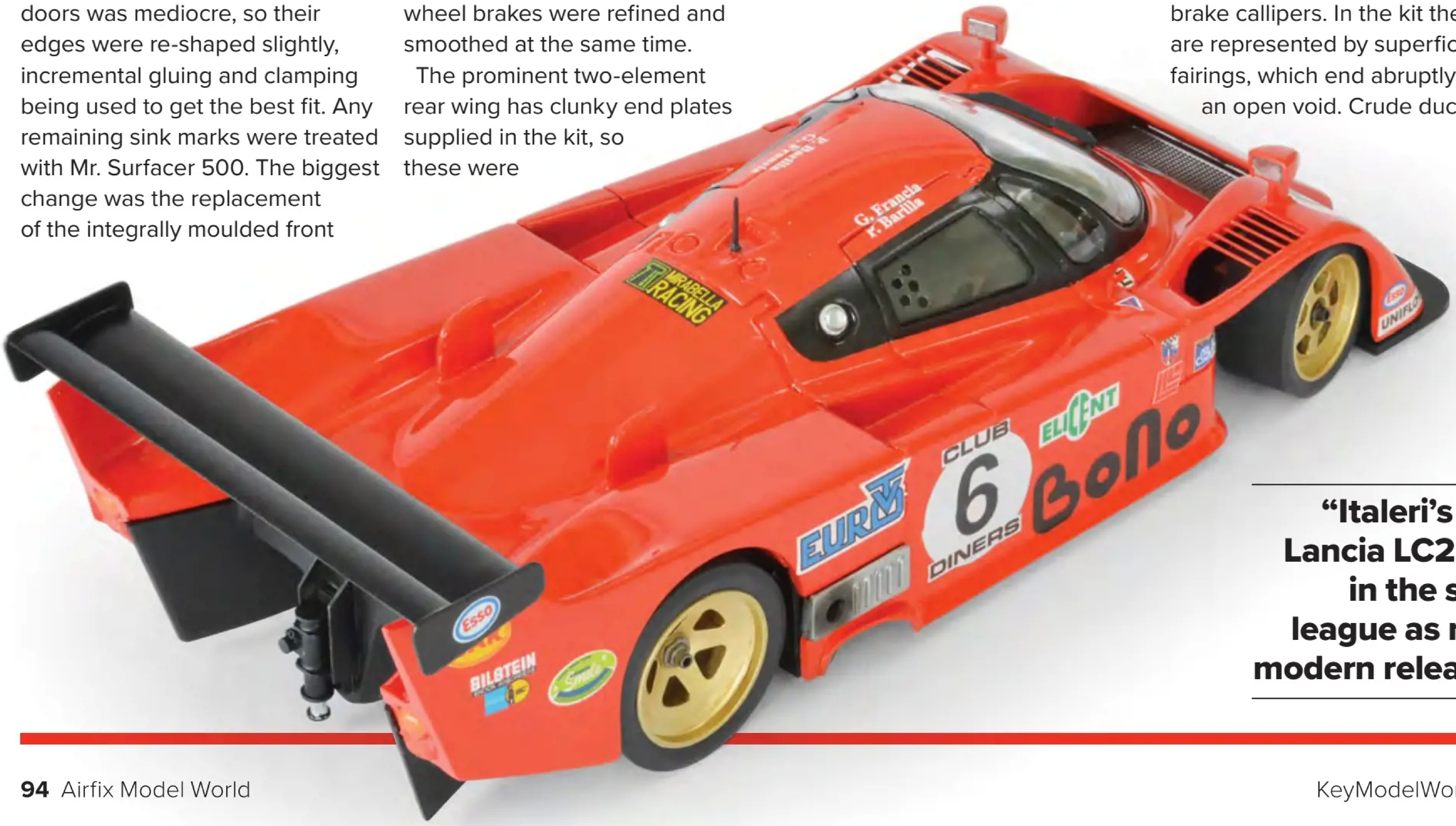
▲ The tail plate and mounting for the air jack were refined by scratch-building a new installation using plastic strip and brass tube, replacing the kit's rather poorly defined item.

Sleek aeroshell

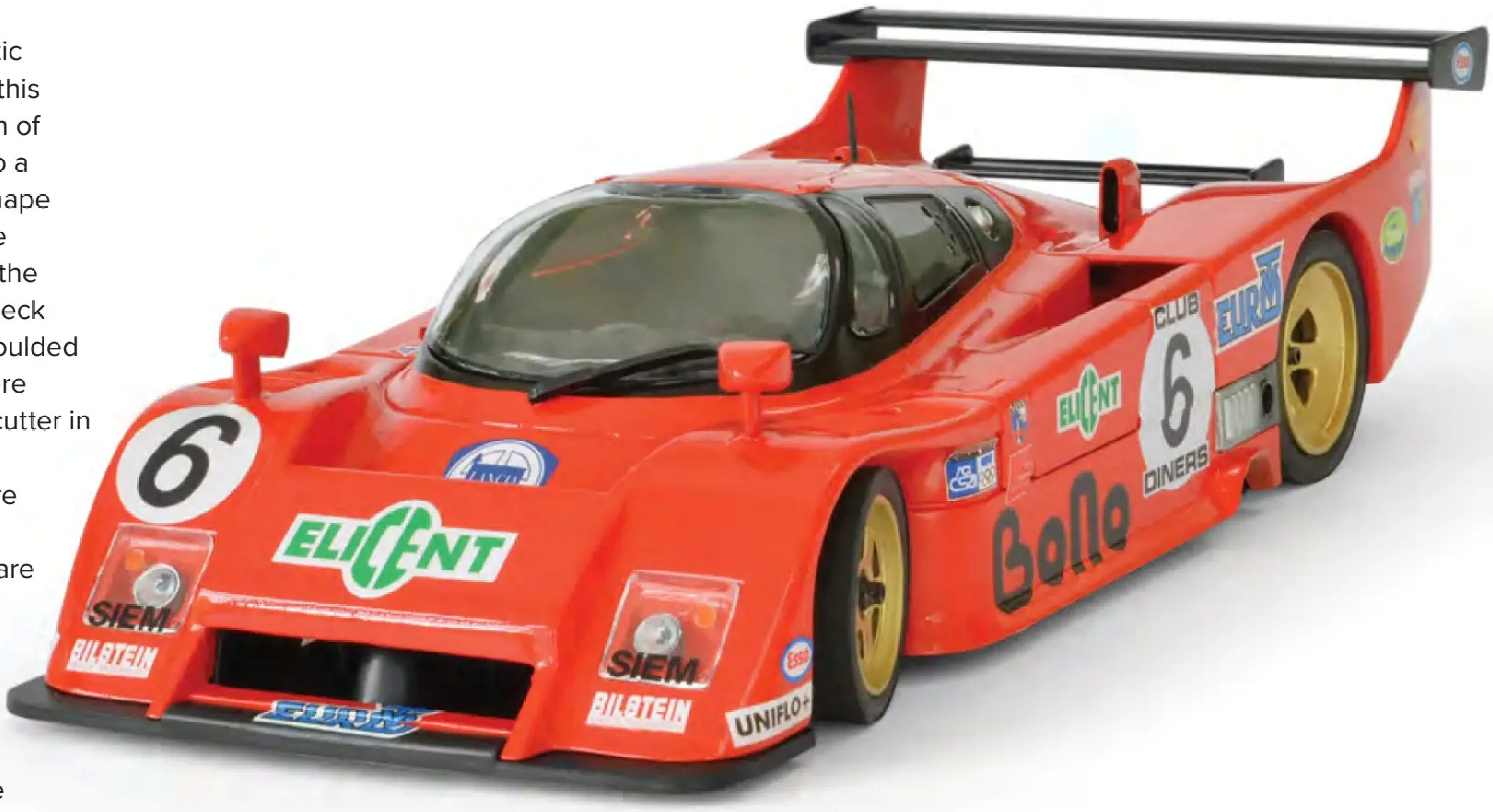
With the chassis and bodywork internals complete, attention could turn to the car's outward appearance. The fit of the doors was mediocre, so their edges were re-shaped slightly, incremental gluing and clamping being used to get the best fit. Any remaining sink marks were treated with Mr. Surfacer 500. The biggest change was the replacement of the integrally moulded front wheel arches, with more in-scale versions fashioned from thin plastic strip, the kit's versions having been laboriously cut away. Outlet areas from the front wheel brakes were refined and smoothed at the same time.

The prominent two-element rear wing has clunky end plates supplied in the kit, so these were replaced with patterned items cut from thin plastic card, although the secondary wing on the rear bodywork was left unmodified.

Like many of its contemporaries, the Lancia has enormous air intakes built into the doors/side panels, in this case to feed the intercooler radiators and rear brake callipers. In the kit they are represented by superficial fairings, which end abruptly at an open void. Crude ducting



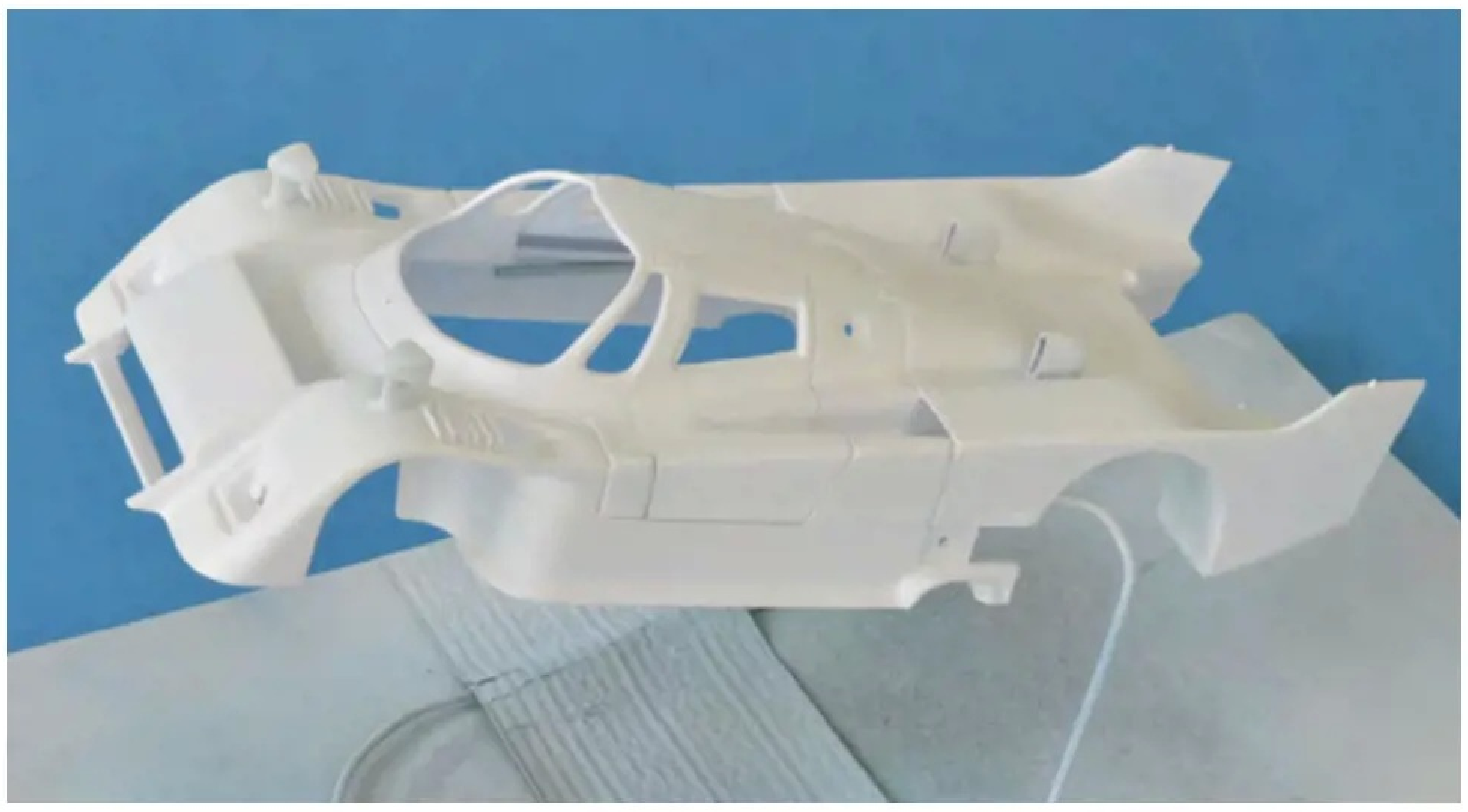
> **"Italeri's 1/24 Lancia LC2 isn't in the same league as more modern releases"**



was constructed from plastic strip curved to shape, and this terminated in a short length of tubing which was fitted into a plunge-moulded conical shape to represent the start of the concertina duct leading to the brakes. Similarly, the rear deck features a pair of poorly moulded scoop intakes, so these were opened using a small ball cutter in a motor tool.

Italeri's windscreen is more than acceptable, but the quarter and side windows are rather thick and distorted. The compound curves on the quarter windows precluded any remedial or replacement action, although replacing the side windows with thinner material was a distinct possibility, especially considering the need to introduce five vent holes at the rear. First, the window openings were widened slightly with a sharp blade, reducing the width of the window seating, and new panels were then cut from thin acetate sheet. These were perforated with a 2mm diameter punch to represent the vents, before being curved gently under hot water to conform to the door apertures. The finished items were left off pending painting, although they received thin coats of heavily diluted XF-1 Black on the inner surfaces to simulate tinting.

▲ The two-element rear wing was also improved via new end plates, cut from thin plastic card to replace the unrefined styrene items.



▲ The first stage of painting was to give the whole bodyshell several thin coats of Fine Surface Primer, sanding between coats with 1,000-grade abrasives.

Choose a colour

The scheme chosen for this build was significantly different to the predominantly white Martini sponsorship of the works cars, being bright red. It is quoted in Decalcas' instructions as 'Bastos Red' and specified as paint serial N5-X066 from Spanish company Number 5, although for the build a convenient shade of Halfords automotive paint was chosen, in this case Volkswagen Mars Red. In line with normal practice, the still unglazed shell received two coats of Tamiya's Fine Surface Primer White from the rattle can and smoothed with wet 2,000-grade Mirka abrasive pads. After washing and drying, the black areas surrounding the windscreen and side windows were sprayed with Mr. Hobby H12 Black and masked ready for the red. Templates were cut by using photocopies of the kit decals, which covered the windows and their surrounds, together with the lower windscreen border. The red was applied by decanting the automotive paint into a clean container, allowing it to stand for a few minutes to de-gas and warm, and then spraying in thin coats through an airbrush, allowing greater control than straight from the aerosol.

Decalcas' markings proved troublesome; while thin, they had a tendency to curl, which persisted once they were on the model. This situation was compounded by strident guidance not to use either heat or decal-setting solutions. Minor experimentation led to a rather clumsy solution, whereby the surface was wetted, before a drop of Micro Kristal Kleer was spread thinly and the decal ▶

MATERIALS AT A GLANCE

Decalcas (www.decalcas.com)
DCL-DEC0069 Lancia LC2 Euro TV Mirabella Racing Team

Eduard (www.eduard.com)
24201 Sabelt Racing Seatbelts

Halfords (www.halfords.com)
Clear lacquer
Volkswagen Mars Red

Highlight Model Studio (www.highlightmodelstudio.com)
HME-040 Disc brakes 12mm

Tamiya (www.hobbyco.net)
87044 Fine Surface Primer (L) White
TS-21 Gold

Mr. Hobby (www.albionhobbies.com)
H12 Black
Mr. Surfacer 500

Mirka (www.mirka.com)
2,000-grade abrasive pads

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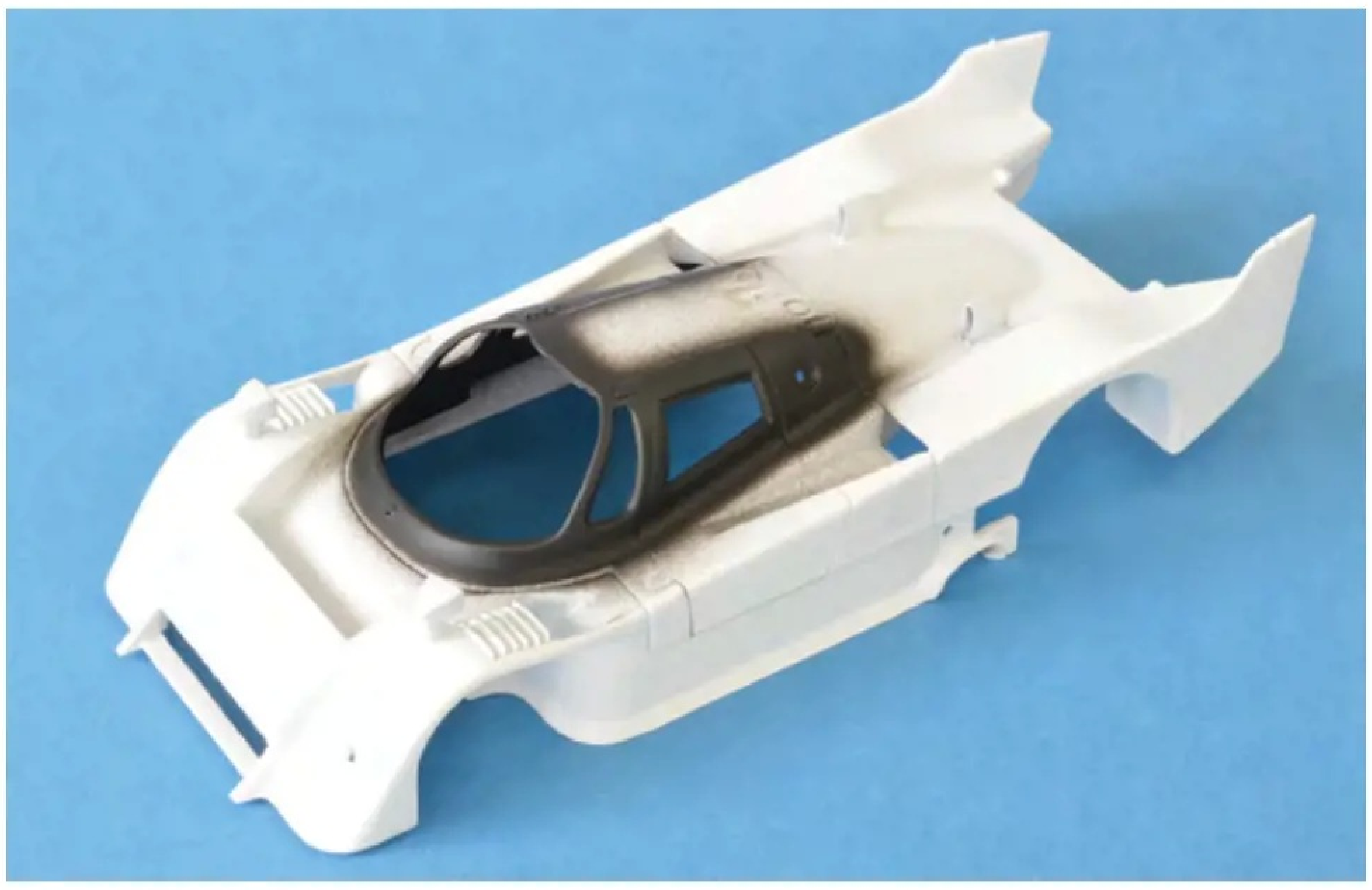
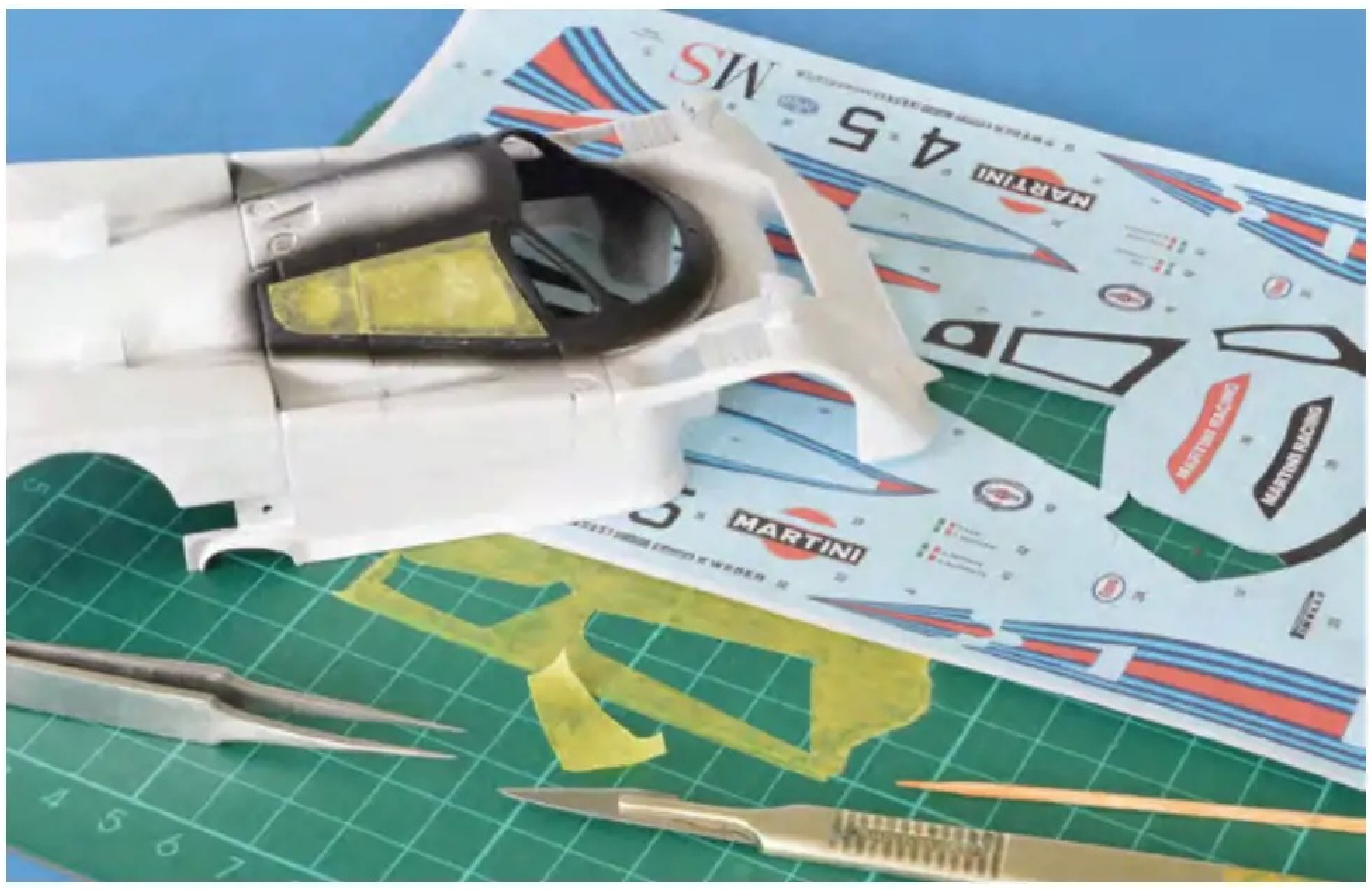
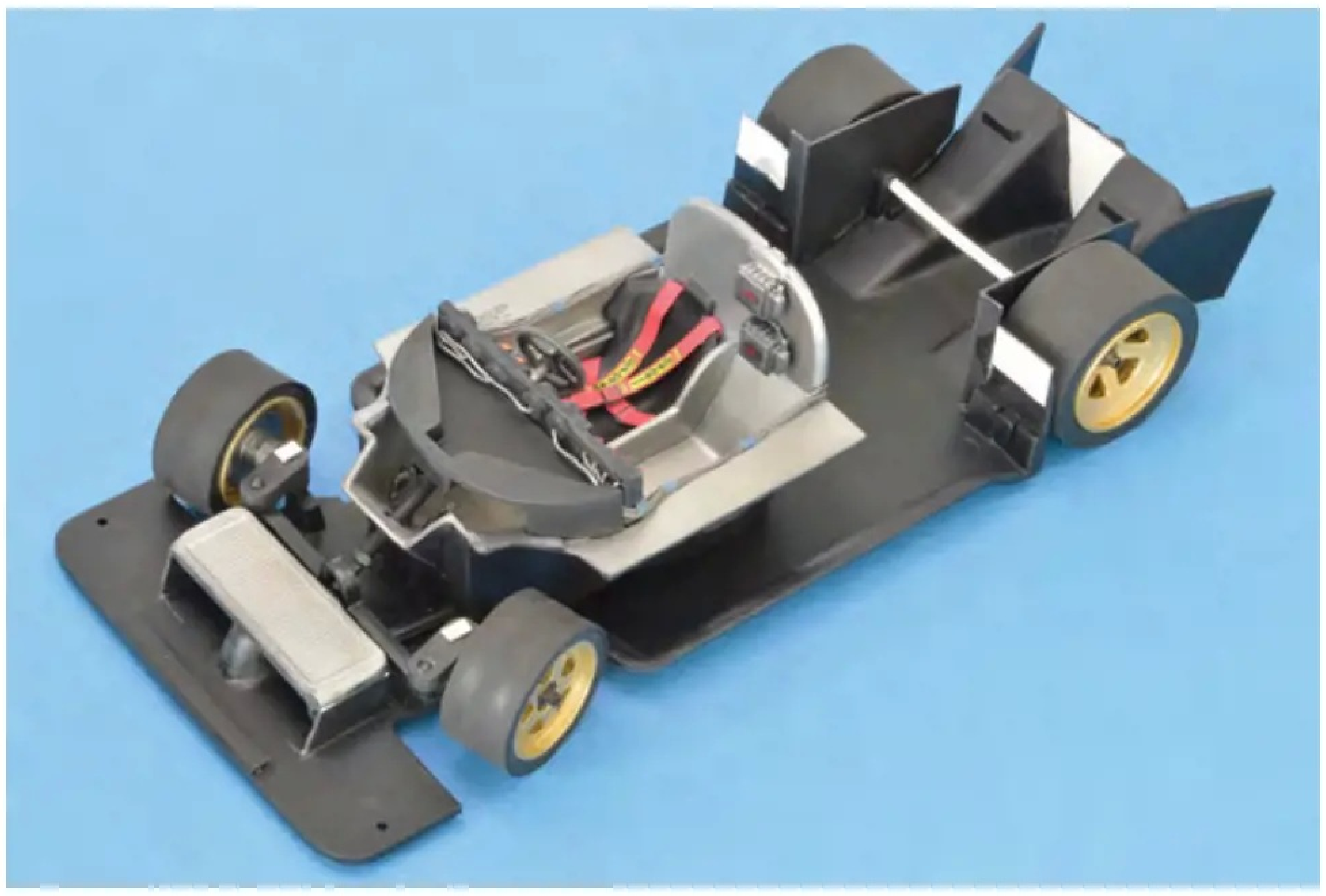


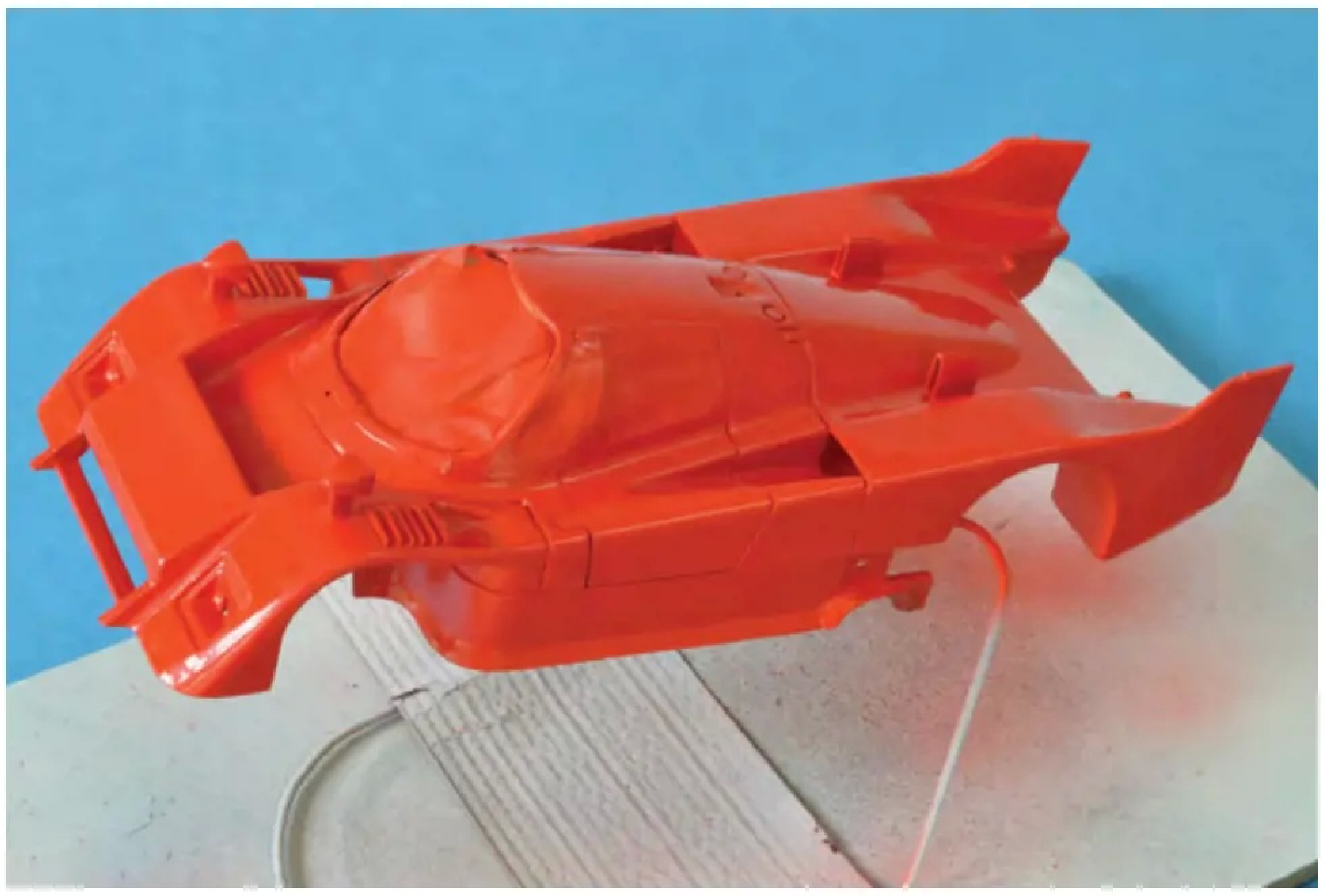
▲ Glazing surrounds are black in the full-size car, so this, and the interior was sprayed with H12 Black.



▲ Masks to cover the black areas were produced by using photocopies of the kit decal sheet as templates.



▲ The finished chassis, with the new rear wheel arch panels, just waiting for the bodywork to be attached.



▲ Looking rather bright at this stage, here's the bodywork, courtesy of the Volkswagen Mars Red. Note the masking to protect the black interior.

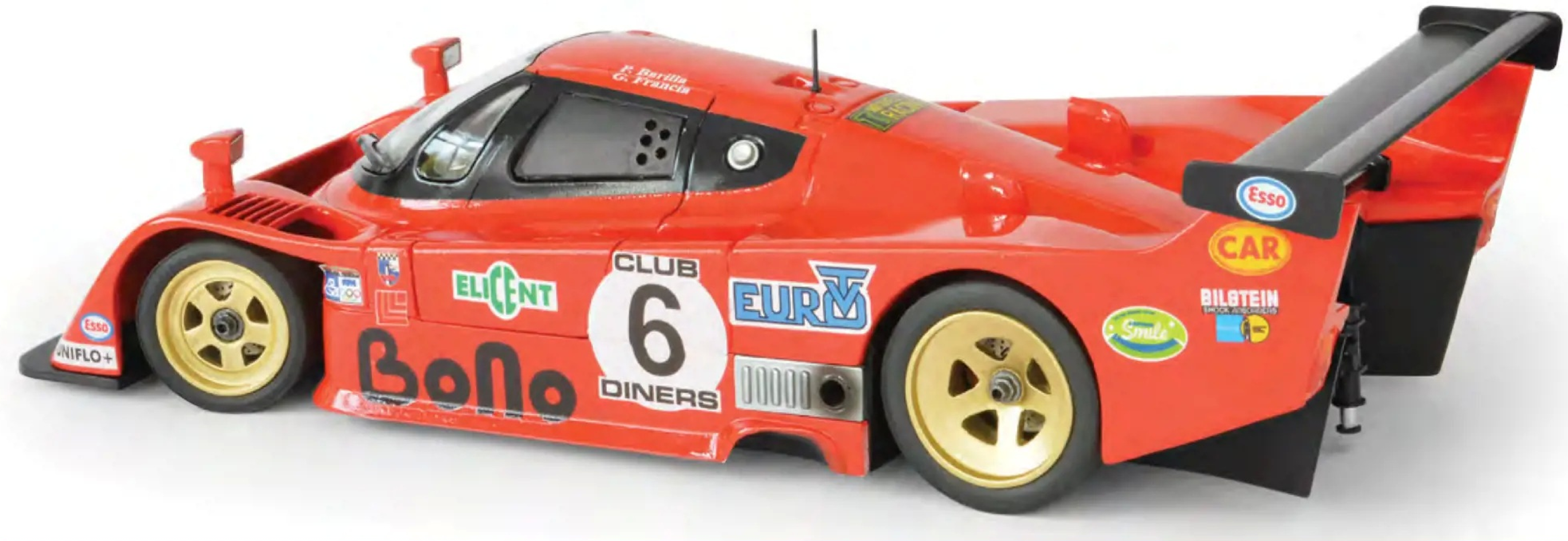
then added. Most items needed repeated smoothing before they conformed to the contours, but in awkward locations they were effectively glued onto the model... not a process to be rushed!

The bodyshell was then treated with Halfords Clear Lacquer to unify the finish, being applied straight from a warmed can.

Final body parts included the roof antenna, lights, reflective surfaces inside the wing mirrors, and the two rear wings; the main unit is mounted too far to the rear in the kit, so its mounting holes were redrilled to move it forwards by 3mm. The glazing was fitted last, attached via tiny drops of PVA glue. The nature and progress of the build meant that very little finishing was needed; simply the mating of the completed body and chassis.

Scarlet racer

In terms of detail and moulding finesse, Italeri's 1/24 Lancia LC2 isn't in the same league as more modern releases from, for example, Tamiya, Fujimi and NuNu. Nevertheless, it's an attractive subject and is fairly easy to build, especially if you're willing to ignore the lack of interior detail and slightly clunky thickness of the moulding. It could be a good first car for a junior/novice, though, without all the finessing. AMW



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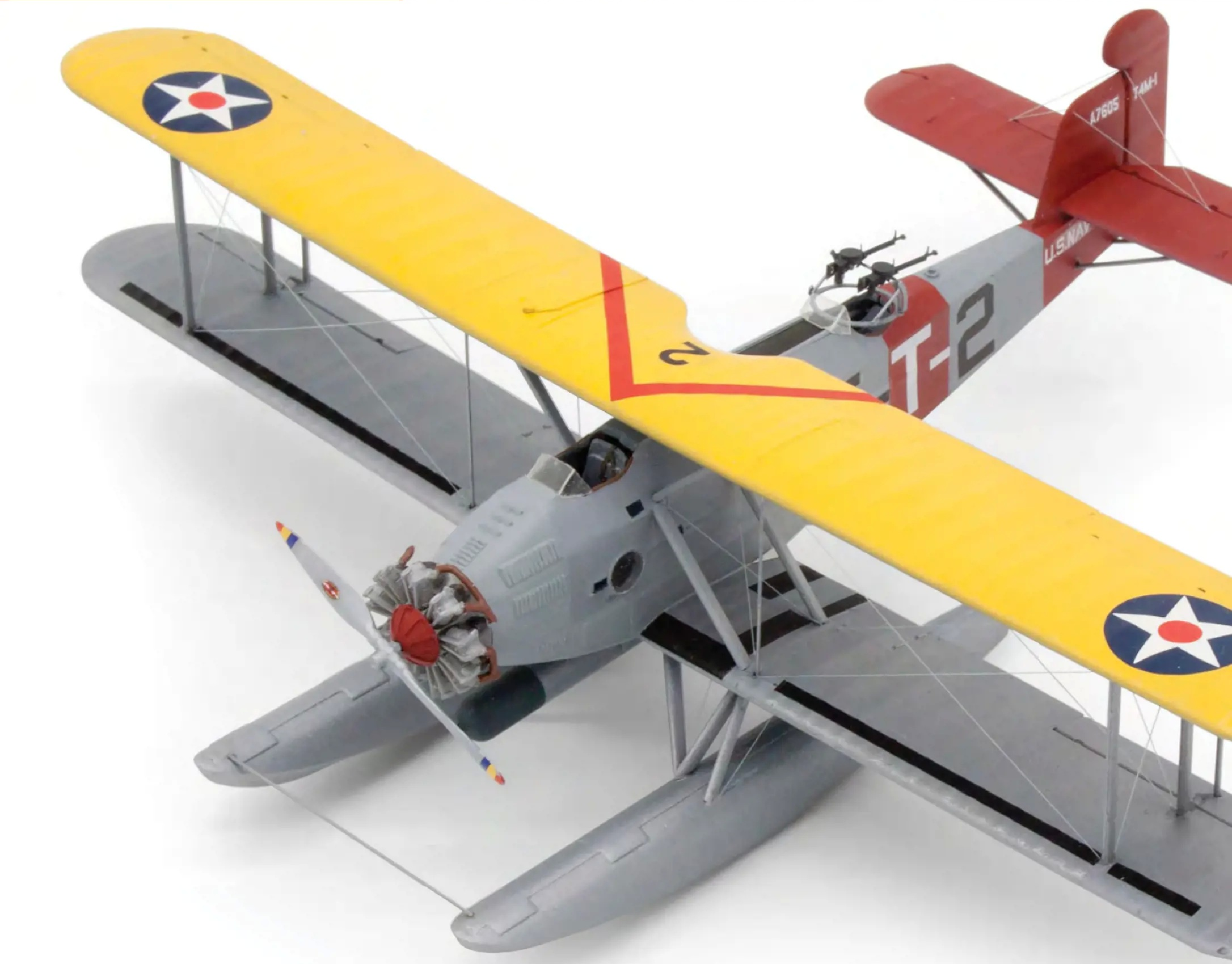


Yellow-Winged Rarity

Peter Fearon tackles Plus Model's first styrene kit – a 1/72 Martin T4M – negotiating some 'choppy waters' in the process

Glenn L Martin Company's T4M was developed from the firm's earlier T3M as a radial-engined biplane torpedo bomber for the US Navy.

The prototype XT4M-1 first flew in 1927 and 102 production aircraft were ordered that year, receiving the designation T4M-1 and entering service in 1928. It served as the US Navy's standard torpedo bomber until the advent of the Douglas TBD-1 Devastator in 1937. The majority of T4Ms were completed with wheeled undercarriages, but some were fitted with floats, as represented in Plus Model's kit. This Czech Republic-based company was founded in 1990 and specialises in resin accessories, mainly in 1/72, 1/48 and 1/35 scales. Recently, it has started to offer complete kits and the Martin T4M represents its first effort at a 1/72 aircraft.

Initial misgivings

Opening the box revealed two grey styrene runners, holding more than 90 parts, plus a small clear frame with 11 items and 29 resin components (for the engine). While the parts count appeared impressive, the moulding quality was less so. Flash and prominent mould seams were evident on many items, and surface detail was soft and generally unconvincing.

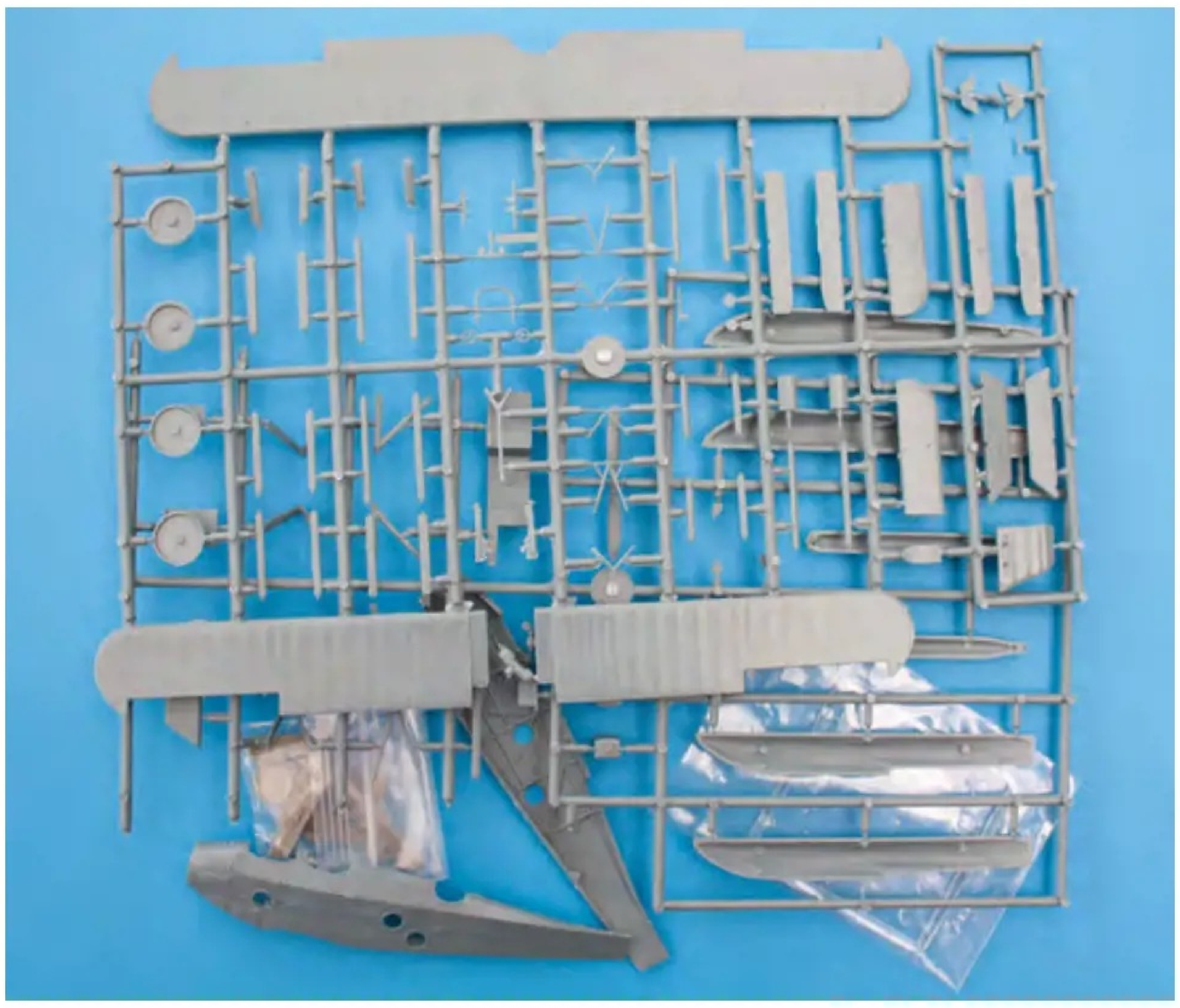
Notably, the type's prominent circular fuselage windows are rather thick 'bullseye' mouldings and consequently unusable. It quickly became apparent that this was going to be a work-intensive project.

On the positive side, the decals appeared to be well produced, as were the instructions, and a photo-etched (PE) brass set was obtained from Brengun (BRL 72271) to enhance the detail. The project also provided an opportunity for a first try of INFINI Model Super Fine rigging thread.

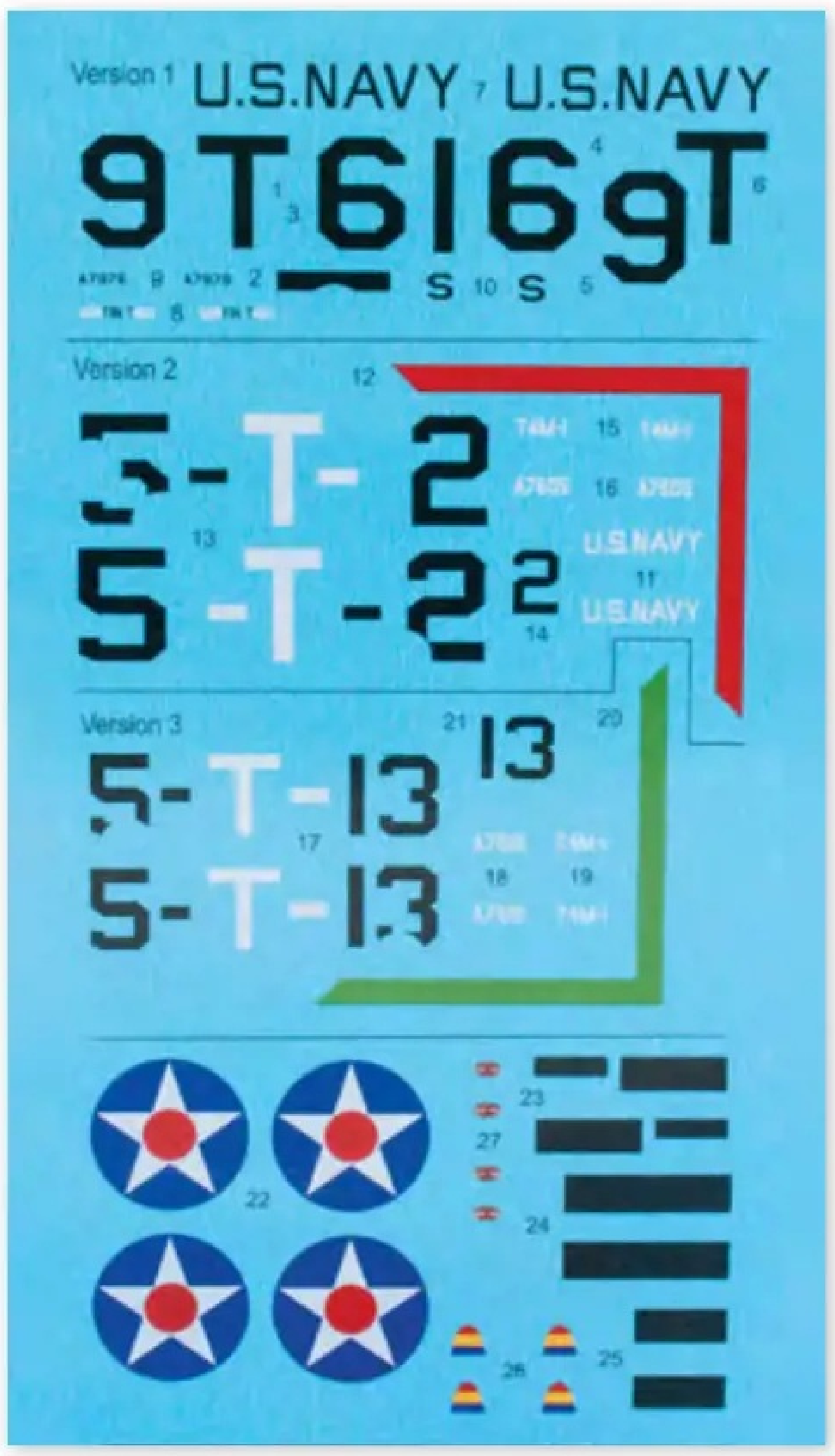
Starting at the front

The engine was built first, but proved difficult due to the poor fit of the cylinders; trimming them meant continually checking their overall alignment. Attaching the nine individual fuel inlet pipes was similarly tricky, but worst of all were the exhaust pipes, which required considerable fettling to get right. On the plus side, once finally completed and painted, the finished unit did look the part. The whole sub-assembly was primed with a well-diluted coat of Alclad ALC-302 Grey Primer & Microfiller, followed by Vallejo 71.065 Steel. The cylinders then received a thin wash of Flory Models Dark Dirt to enhance the detail.

A circular fairing over the crankcase (Part 24) is provided as a separate item, which makes painting easier... in this case red, with 71.003 Red RLM 23 selected. The propeller needed much neatening, but was acceptable in the end, and the tip marking decals were straightforward to add.

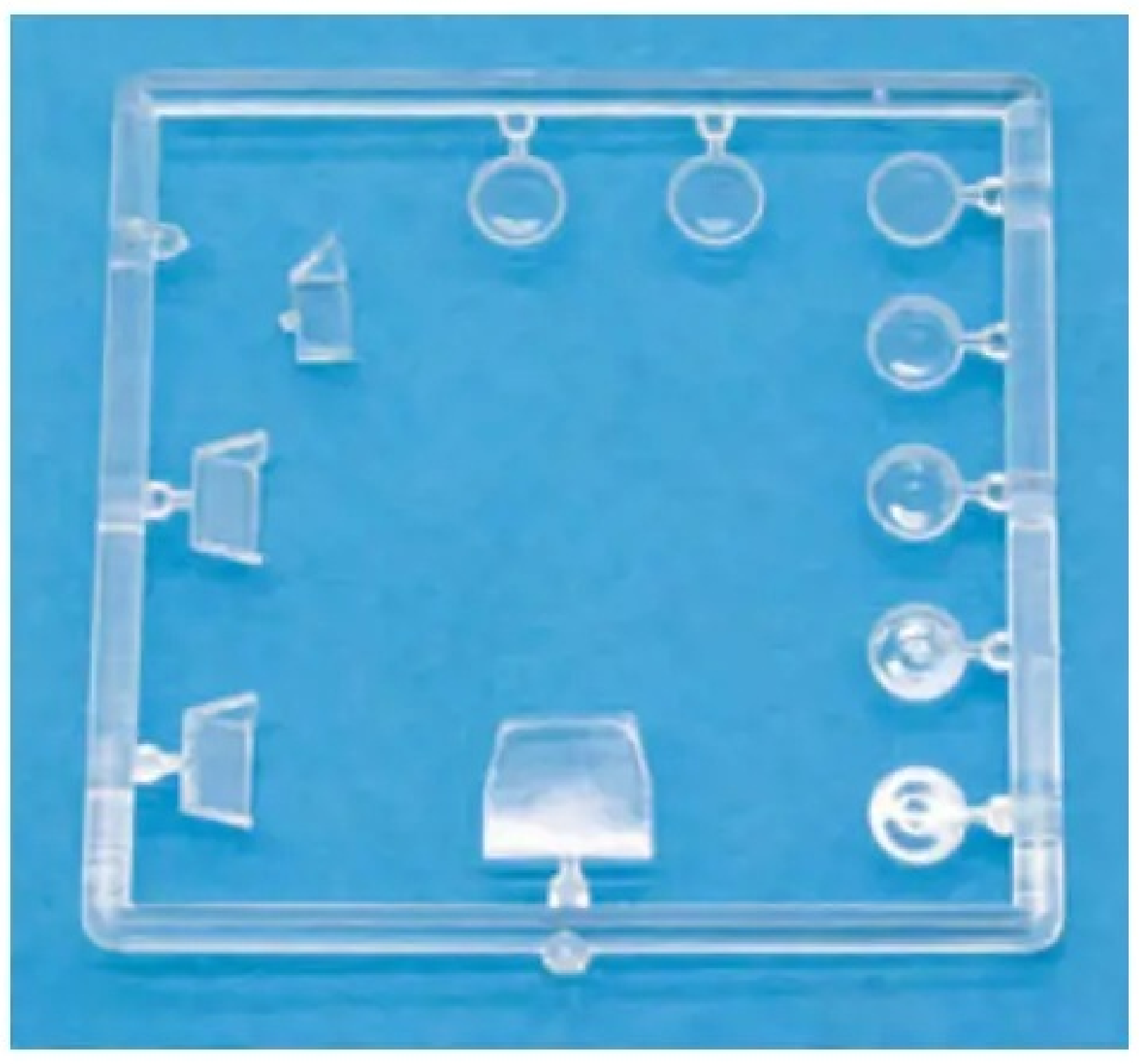


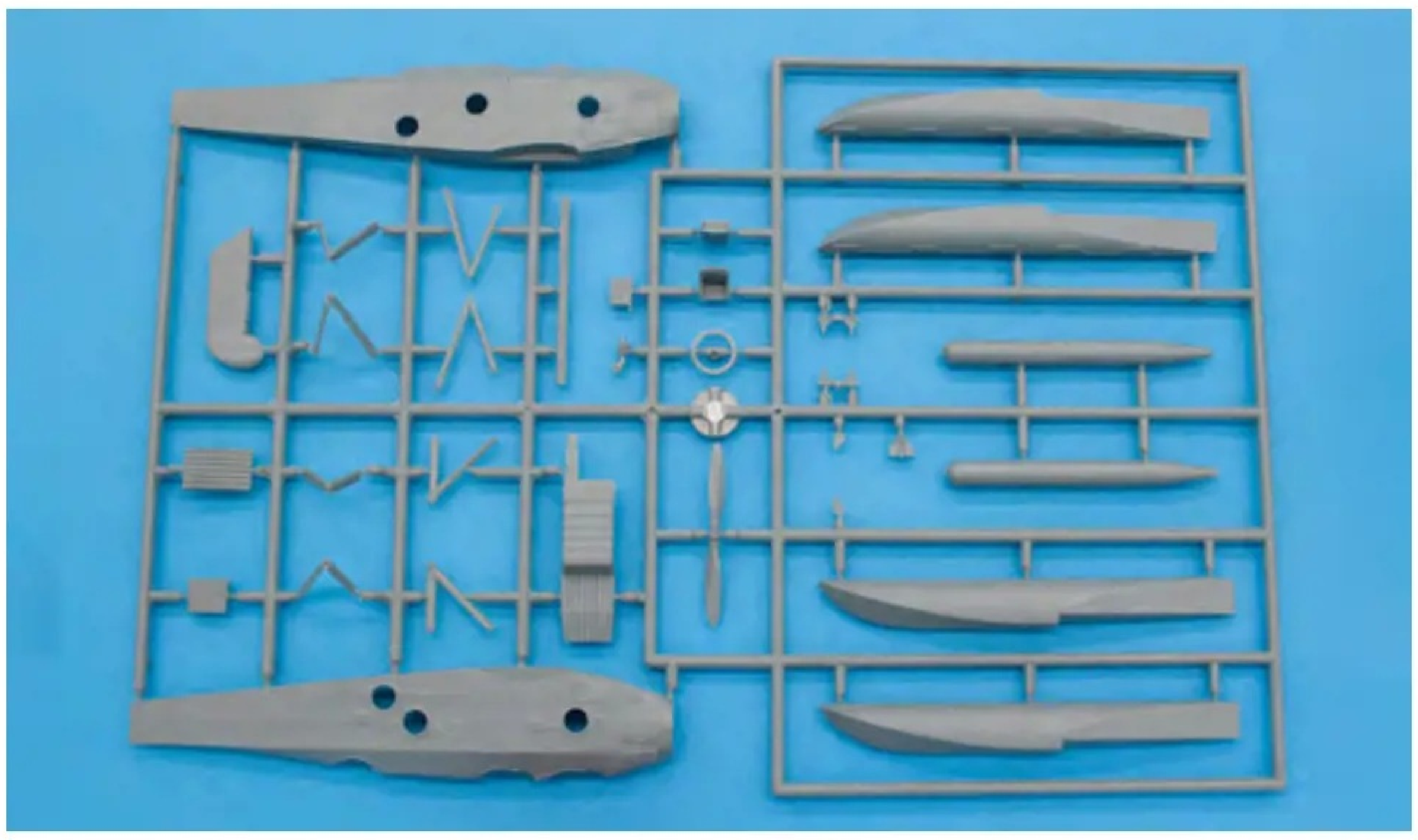
▲ Plus Model supplies a separate pack of resin parts for the engine to accompany the styrene parts.



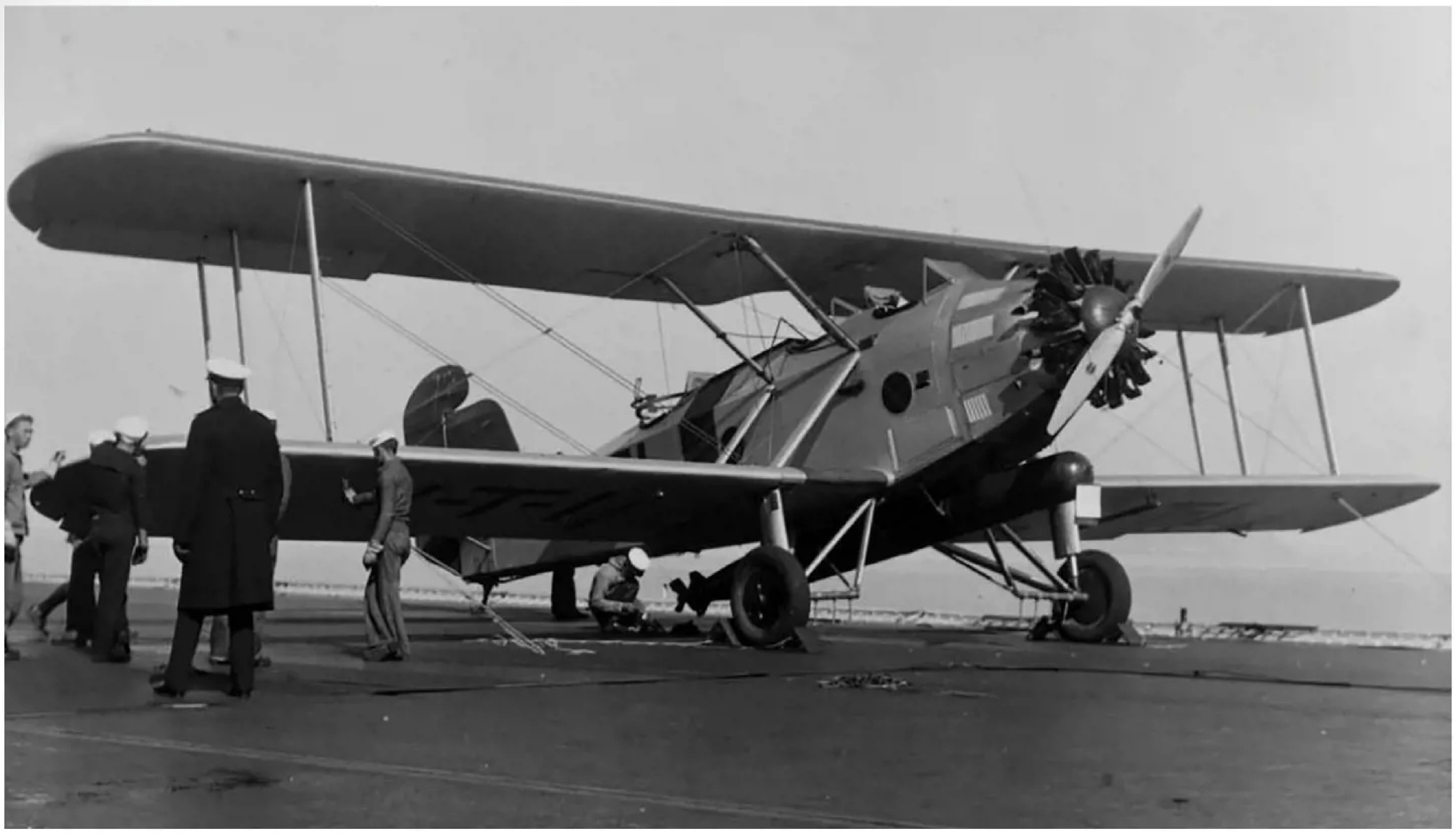
▲ There were decals for any one of three different aircraft, although four are identified on the side of the box.

▼ The transparencies were unimpressive. In the end, just one part was used, with the rest being replaced by thin acetate sheet cut to size/shape.





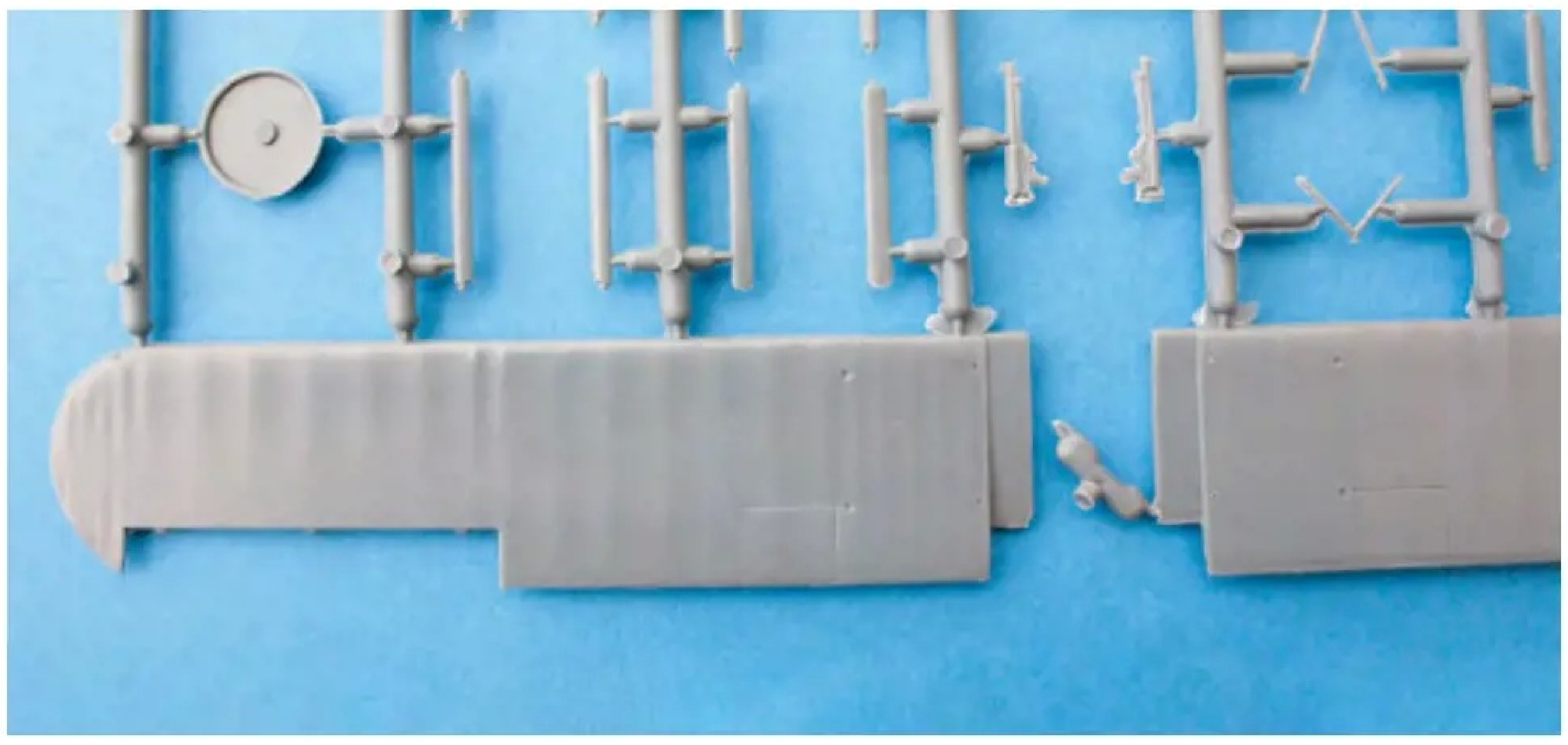
▲ The moulding quality wasn't great – with heavy seams and considerable flash, all of which would require plenty of time-consuming tidying before assembly could begin.

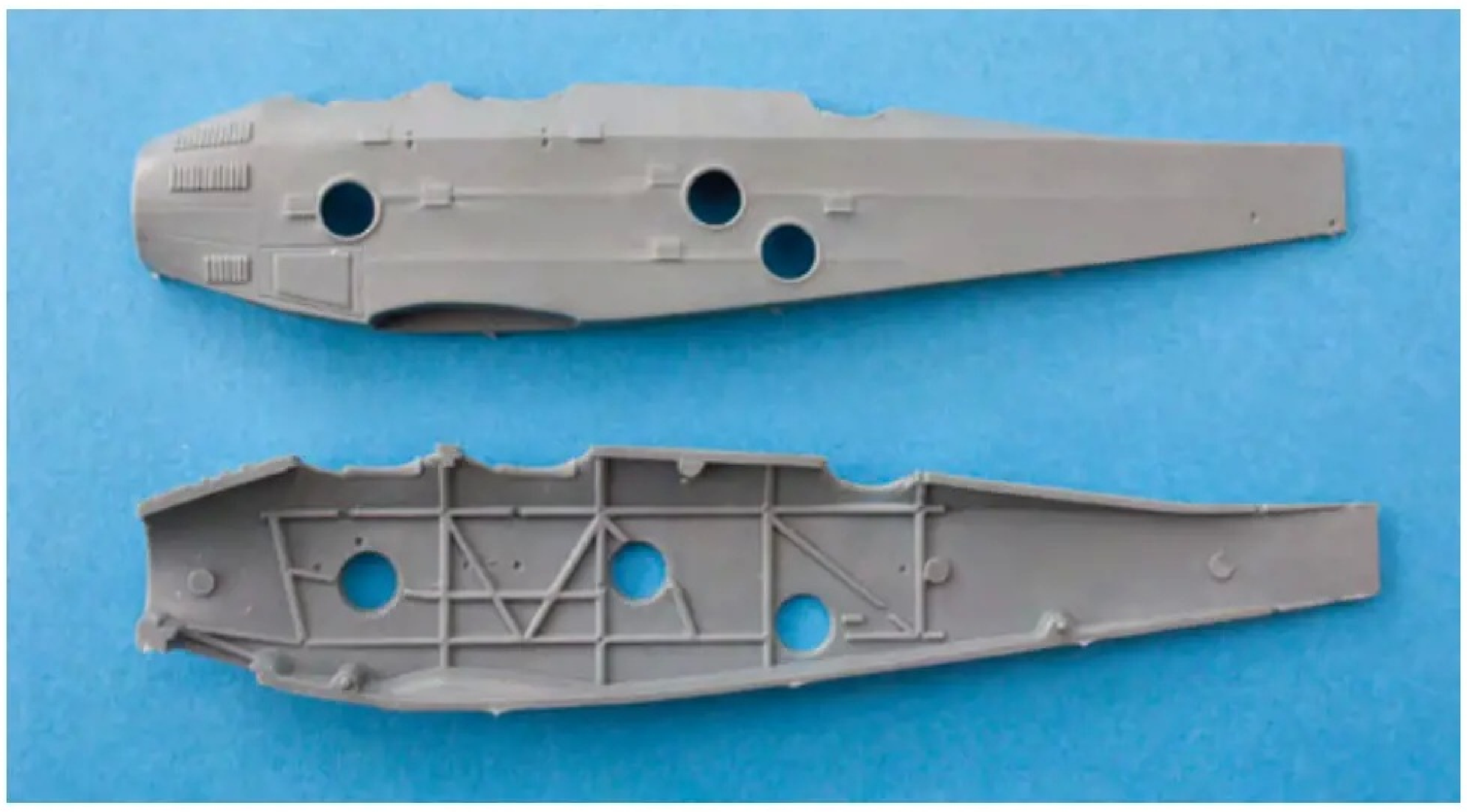


The carrier-borne variant of the T4M – most were completed in this configuration, as opposed to the floatplane variant built here. (US Naval Heritage)

Interesting interior

The cockpit interior was tackled next. Before proceeding with fitting the interior parts, a couple of preliminary steps are recommended. First, remove the locating pins from the starboard fuselage half, as they hinder

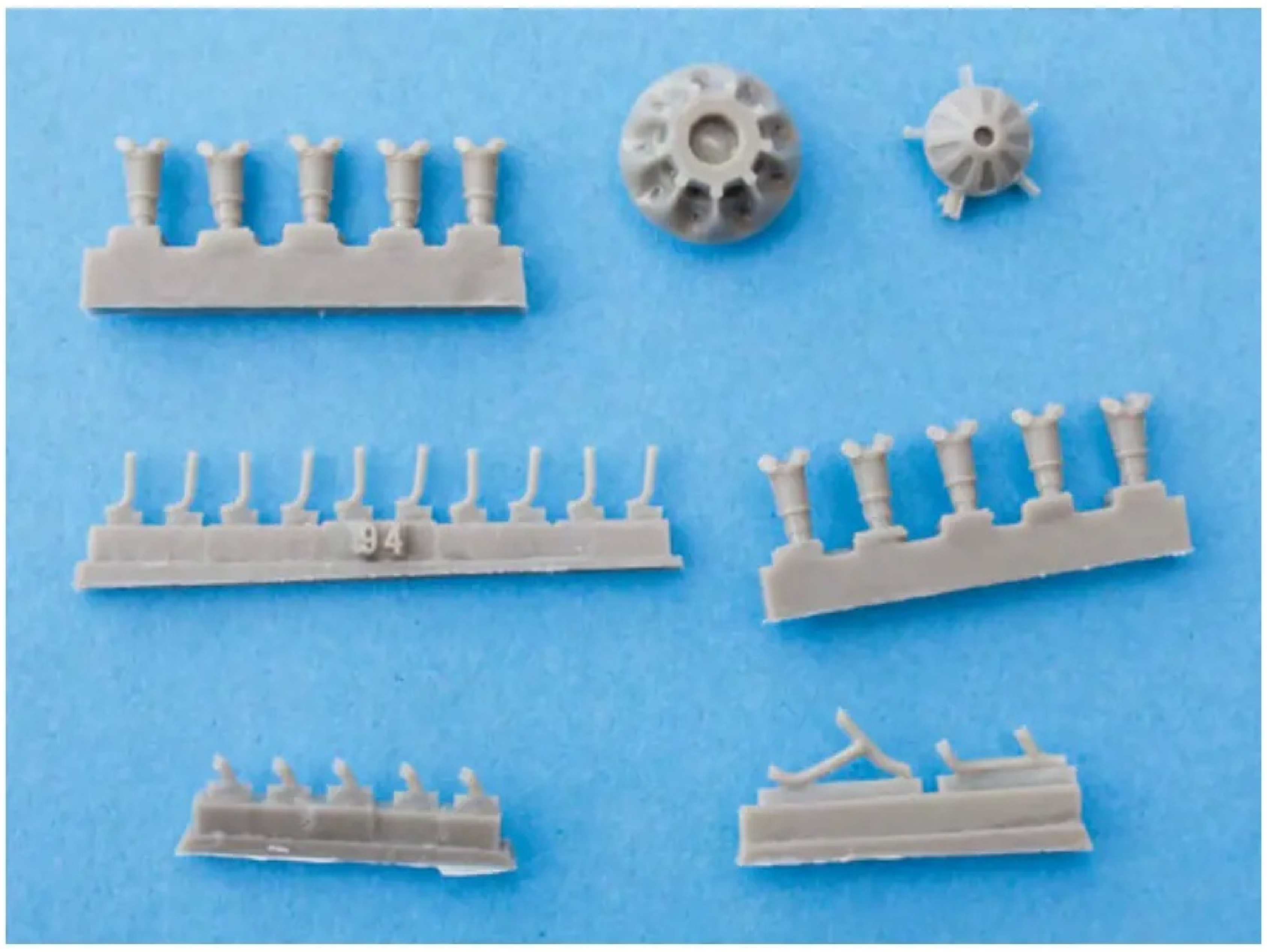




▲ ▶ Surface detail wasn't crisp and certain important features, such as the wing-fold lines, were missing altogether.

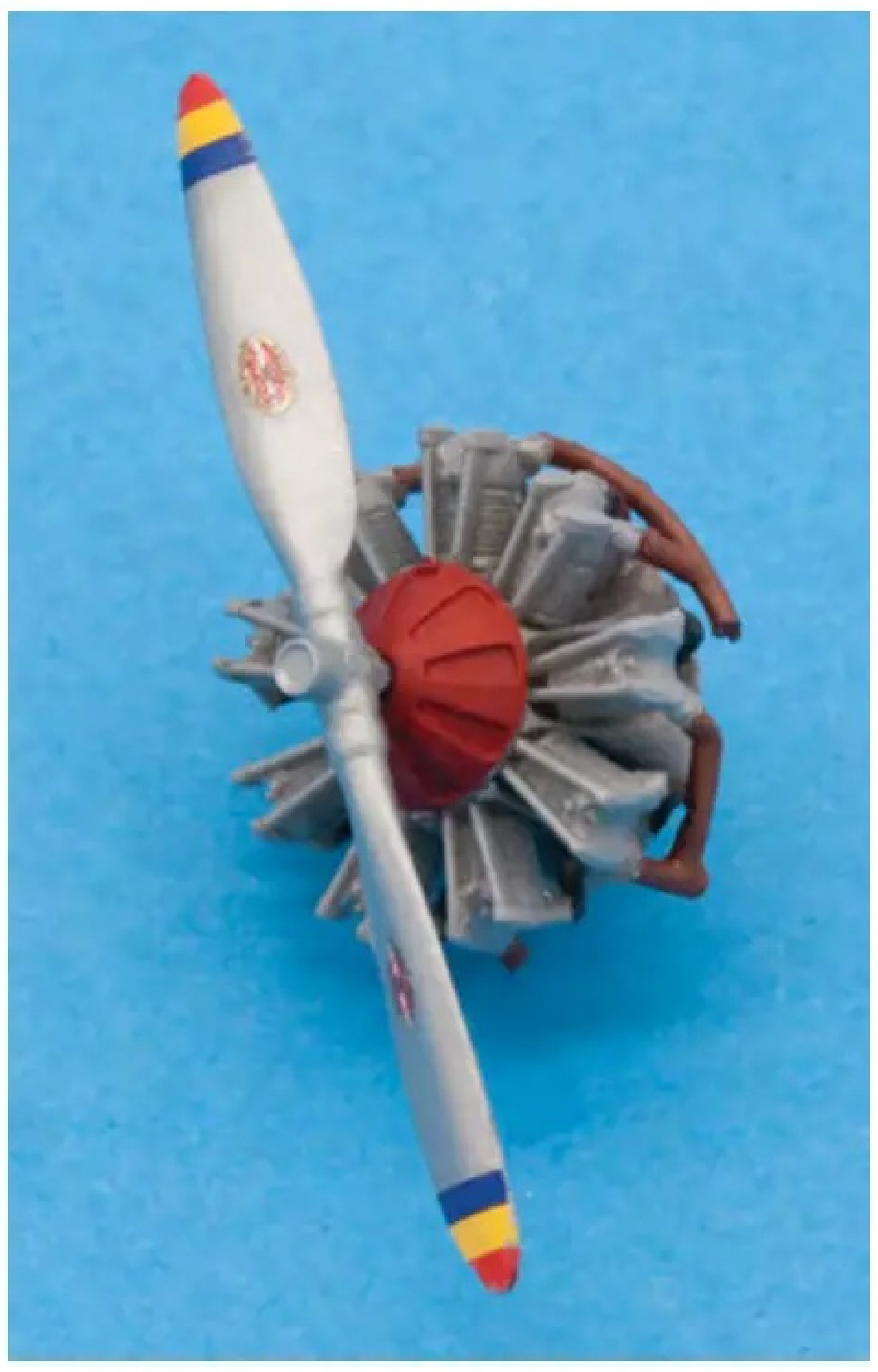
BRENGUN
1/72
BRL72271
Martin T4M
wheel/float
(Plusmodel kit)
MODEL ACCESSORIES
Super Fine
1/72 Aero Black Rigging
0.055mm, 45m
INFINI Model

▲ The Brengun set can be employed for either the wheeled or float version. Infini's Super Fine rigging was not used on this project.



▲ Plus Model's resin parts provided a detailed radial powerplant, but they didn't assemble very easily...

– rather than help – alignment, and ensure each half is sanded flat (abrasive paper fitted over a sheet of toughened glass is best for this) and take care that the front upper louvres align with no gap. This is vital as it's difficult to fill/sand around such delicate items. Second, fit the lower wing under each fuselage half – it's easier to clamp the join securely at this stage, rather than attempting it later. The wing also provides a convenient 'handle' when adding other parts.



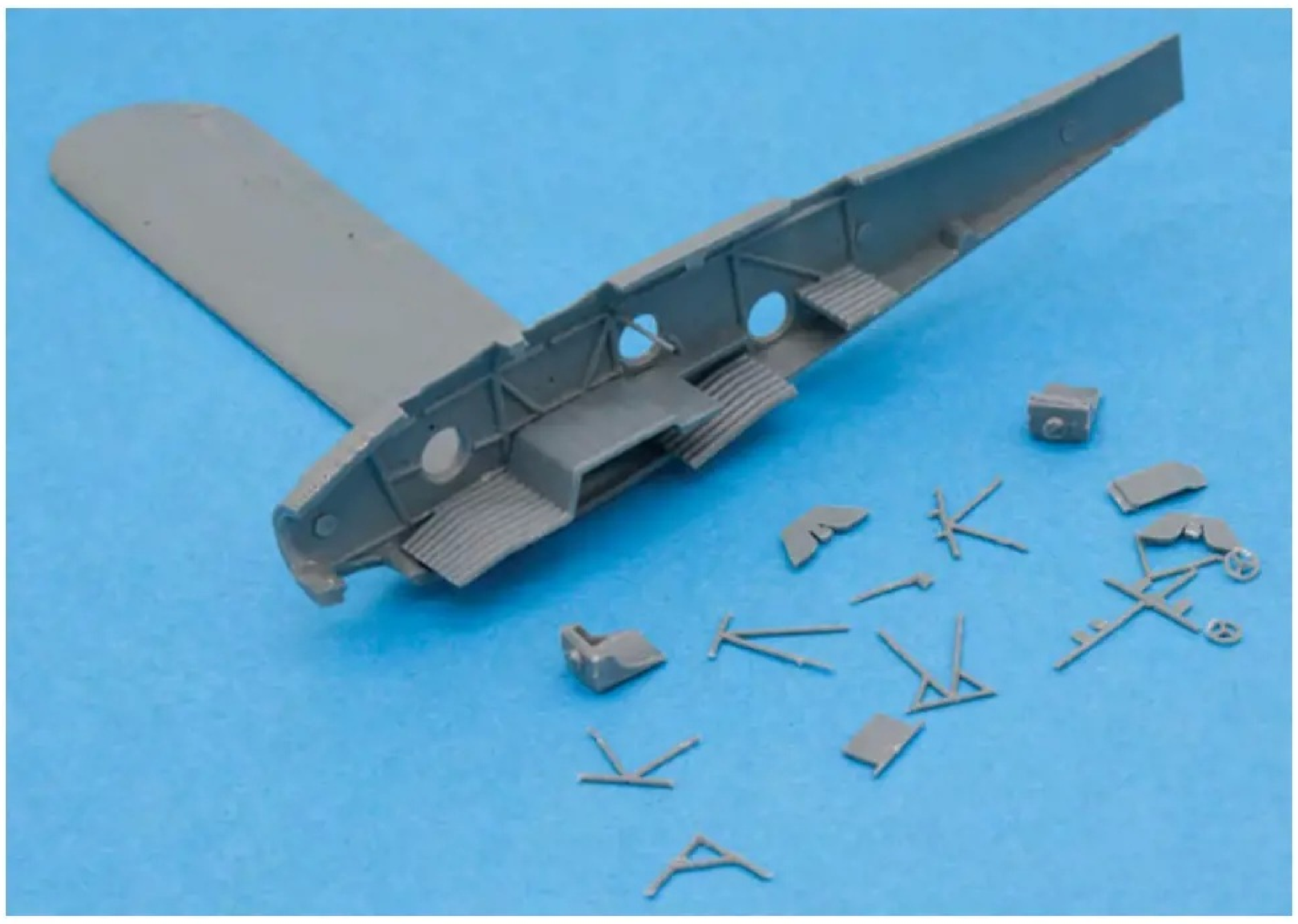
▲ ... that said, the finished article looks most convincing once painted and weathered.

Construction of the interior began next, fitting the three separate floor sections and a dozen or so delicate parts representing the internal tubular framework. The former were trouble-free, but not so the spindly sections representing the tubing, with poor mouldings and thick runner attachment points making removal and neatening – without breakages – tricky. It would have been quicker and probably given better results if they had been replaced with fine plastic rod... I persevered with the kit items. The seats were reasonable and the separate cushions were easily the kit's best parts. Plus Model's control wheels and instrument panels were fairly crude, but fortunately Brengun's PE replacements are superb – as are its seatbelts. The circular windows (Parts 79) are best omitted altogether and replacements added later. With regard to colours, the interior received Alclad's grey primer, over which were applied several light coats of ALC-119 Airframe Aluminium. Seat cushions were painted with 70.871 Leather Brown, while the seatbelts received 70.314 Canvas.

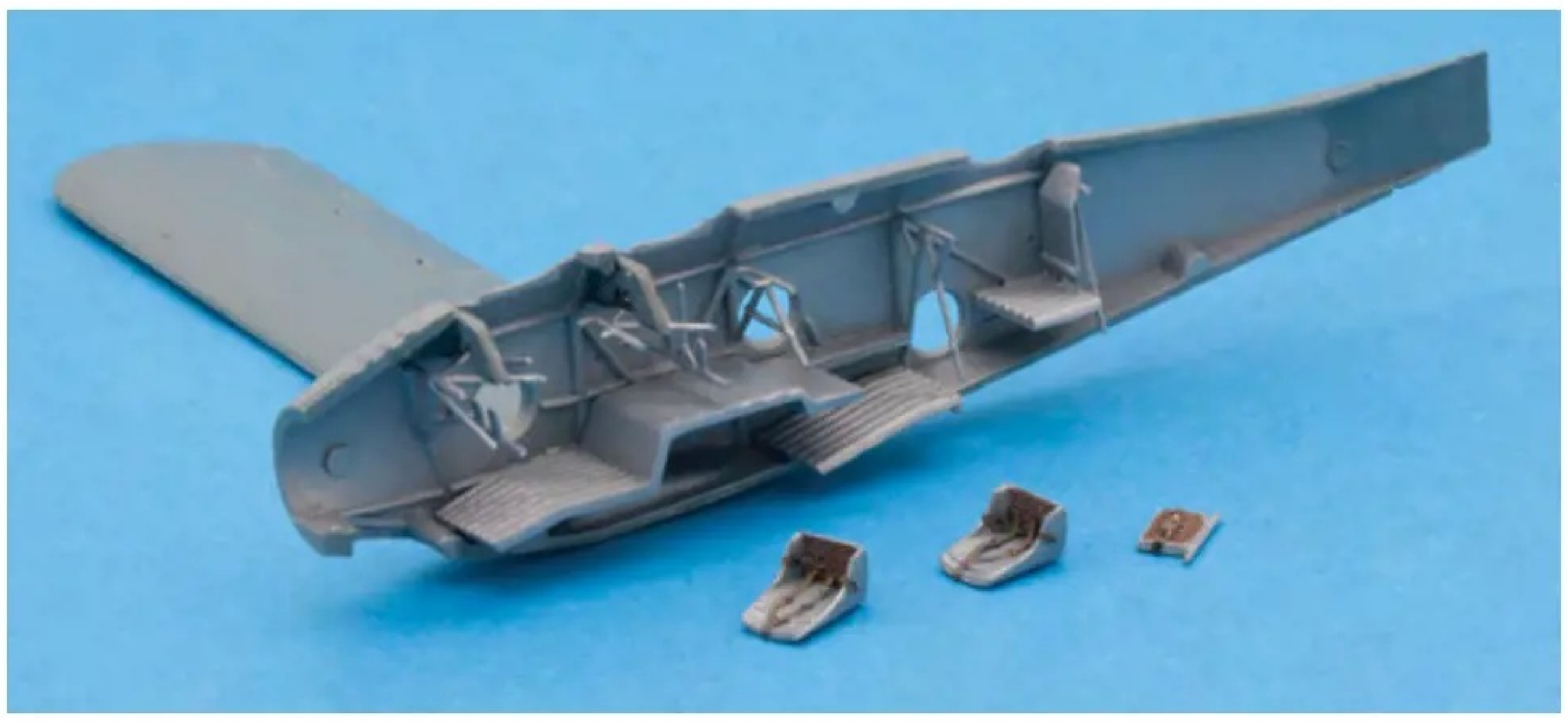
Strutting your stuff

Assembling the fuselage halves presents more issues. Although the sanding mentioned earlier meant there were no gaps, the alignment was troublesome, being workable at the top, but poor on the underside, and required much filling and sanding before an acceptable result was achieved. Then there was the transparent observation panel (Part 83) for the front of the nose; it's shaped correctly and well moulded, but the corresponding opening is too small and the wrong shape. Considerable work was required to correct the issue, including the use of a Dremel motor tool to enlarge the hole – fortunately the styrene is thick in this area.

The next step was to add the wing struts. This is the key stage in the successful completion of the model and required plenty of time and



▲ Components for the fuselage interior. The floor sections were fine, but the framework parts suffered from poor moulding and thick attachment points. Note, the lower wing has been attached, which also served as a handle during this stage.



▲ The interior looked quite effective, once the parts had been neatened and fixed to the fuselage. Brengun's PE parts enhanced the instrument panels and supplied seatbelts missing from the kit.

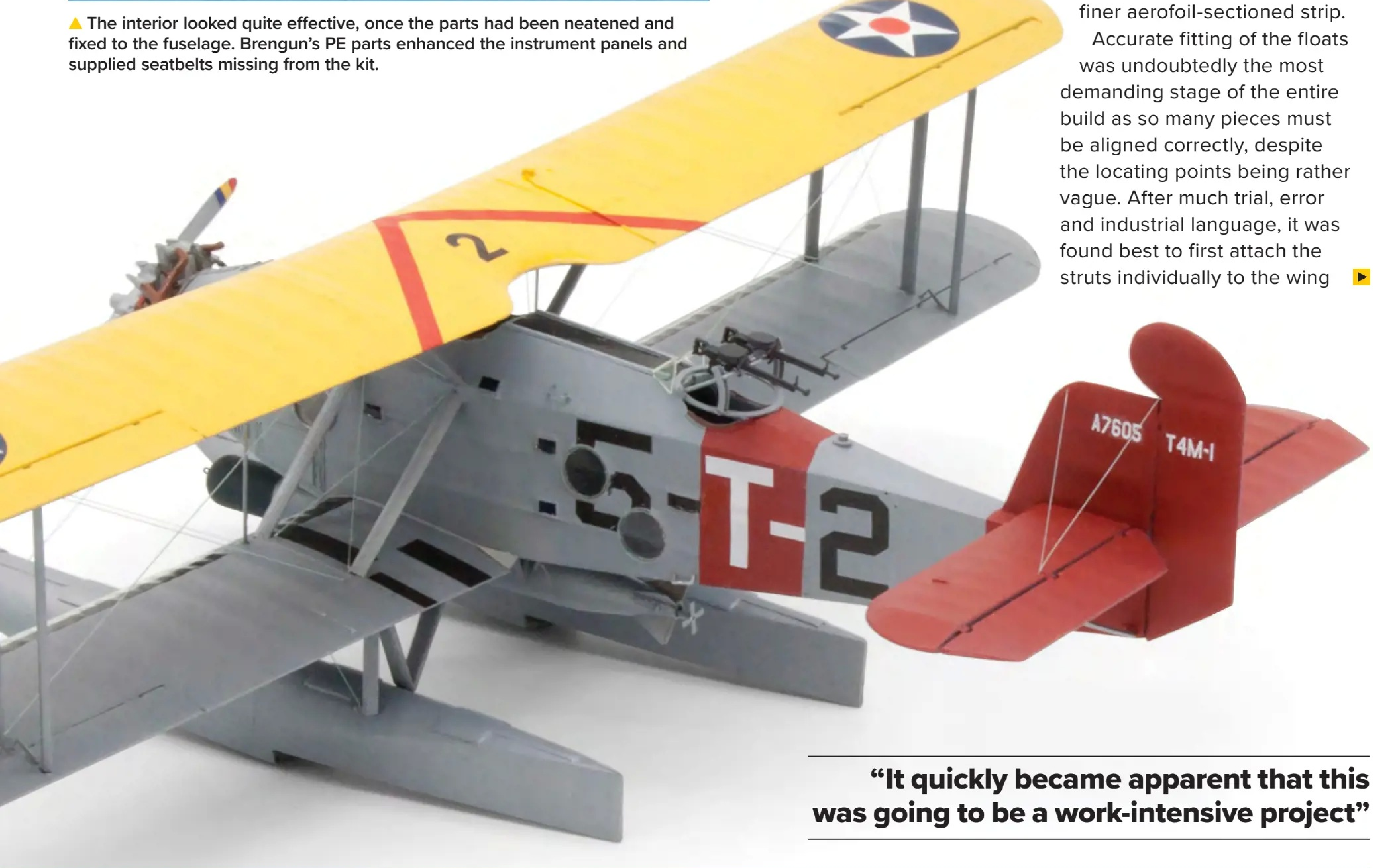
care. The kit struts appeared to be particularly well moulded, being slightly overscaled, but several (notably the tailplane) were inaccurate. They also suffered from mould seams and flash, while locating pegs (and their corresponding holes) were poorly formed – several were non-existent.

Reference photos are essential for tackling this issue – thankfully, there are plenty available online. The outermost struts (Parts 46 and 47) are usable once they have been neatened. However, the aileron actuator strut (part 31) is hopelessly oversized and needs replacing, in this case with aerofoil-sectioned rod. The remaining struts need adding one at a time, with constant checking for alignment; note, though, the inboard items (Part 43) are inaccurate. Photos show this strut was actually more of a bar, and it was replaced with lengths of 0.45mm brass rod from Albion Alloys. Six of the eight inner wing/fuselage struts were replaced, although the forward upper pair (Parts 84) proved usable. If the outer wing struts are added first, the upper wing can be attached temporarily to help with the positioning/alignment of the others… it took a long time.

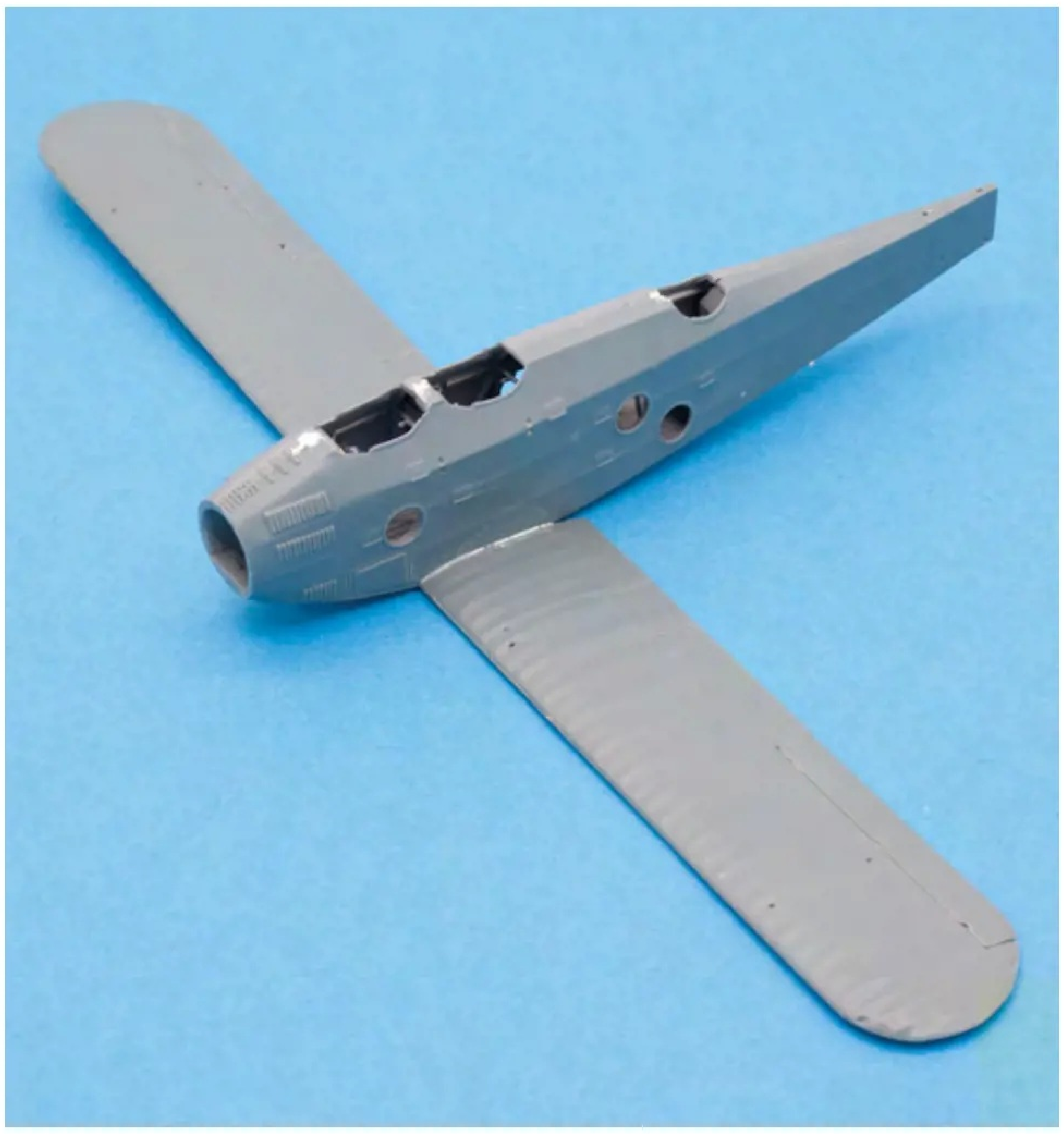
Keeping afloat

It was decided to deal with the floats next (the kit includes parts for the wheeled version, but the colour schemes are all for floatplanes). They looked challenging to fit and it's wise to have them attached before the main painting and attachment of the upper wing. Alignment of the float halves wasn't bad but small gaps needed filling. Unfortunately, the struts are overscaled and not particularly well moulded, but as the floats take the model's weight, it was deemed inadvisable to thin them too much. In the end, there was a compromise, with the main V-struts from the kit being used once neatened, but the outer reinforcing items replaced with finer aerofoil-sectioned strip.

Accurate fitting of the floats was undoubtedly the most demanding stage of the entire build as so many pieces must be aligned correctly, despite the locating points being rather vague. After much trial, error and industrial language, it was found best to first attach the struts individually to the wing ▶



> **"It quickly became apparent that this was going to be a work-intensive project"**



▲ The fuselage halves came together fairly easily, but care was needed to make sure the louvres at the front were aligned properly. The need for a helping of filler is evident …

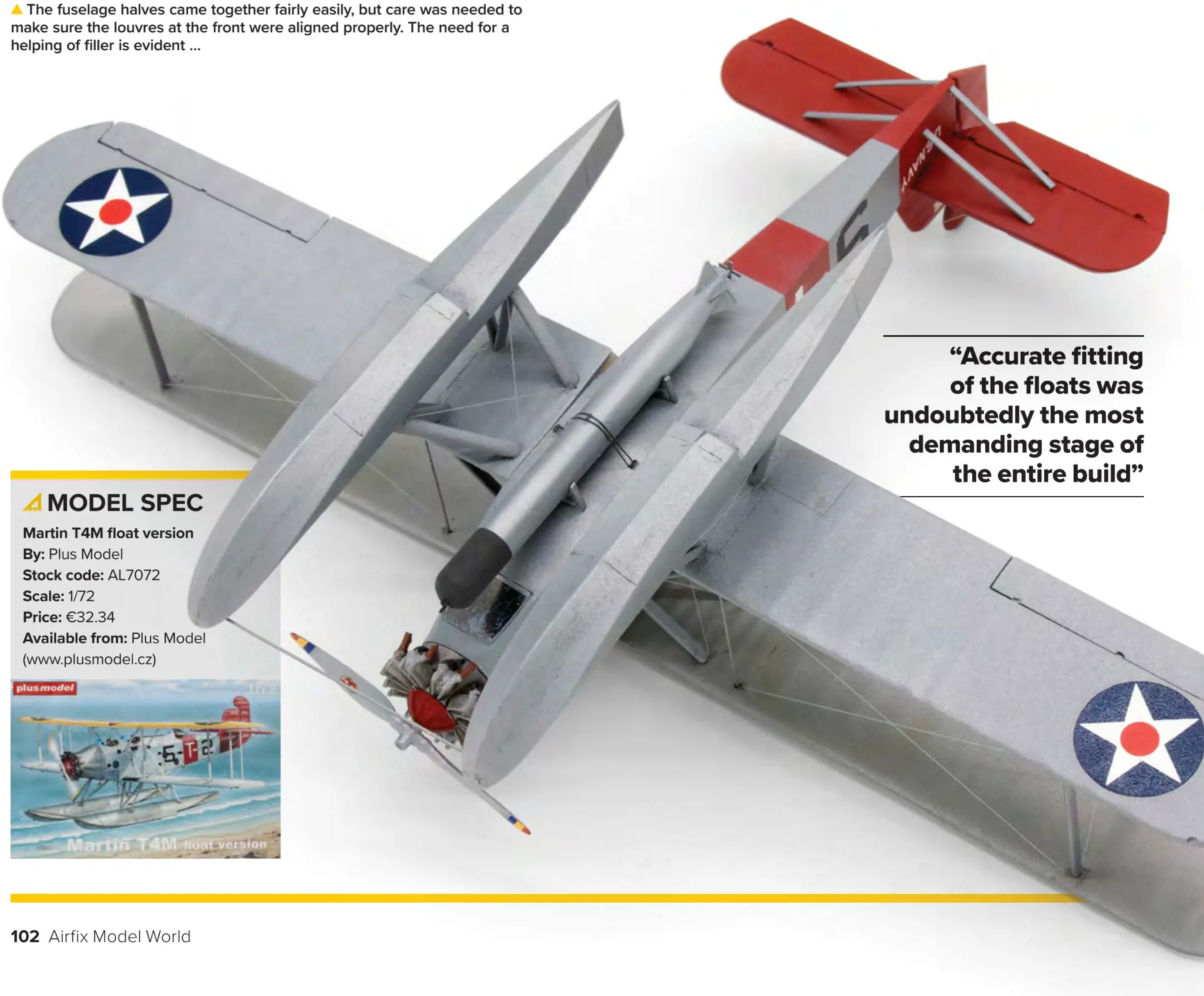
underside first. Each strut was aligned, fixed and allowed to dry before the next was added. This was another long task, but the completed assembly was surprisingly robust and gave the satisfaction of knowing that main assembly was almost completed.

Yellow and red

Attention then shifted to painting, with the cockpit areas masked and the model treated with ALC-302 Grey Primer & Microfiller. The previous filling and sanding work paid off handsomely, in that few blemishes were revealed to need further attention. After a light sanding with a fine-grade abrasive cloth, the top coat could be applied. In US Navy service, the T4M was mostly covered with silver cellulose-doped fabric, which has a light grey – rather than metallic – appearance, and was reproduced with an equal mix of ALC-119 Airframe Aluminium and ALC-102 Duraluminium. This was applied in several thin coats and gave satisfactory results.

Red areas were applied next. An advantage of the Alclad system is it can be masked without lifting (unlike certain other brands), and this proved the case here. The red fuselage band and tailplane areas were masked and sprayed without issue, with 71.003 Red RLM 23 selected as the closest match. The nose area on a real T4M was covered with a series of metal panels, which were painted light grey. These are clearly marked on the kit and were painted with PL118 US Dark Gull Grey FS 36231, which is not actually 'dark' and gave the desired effect.

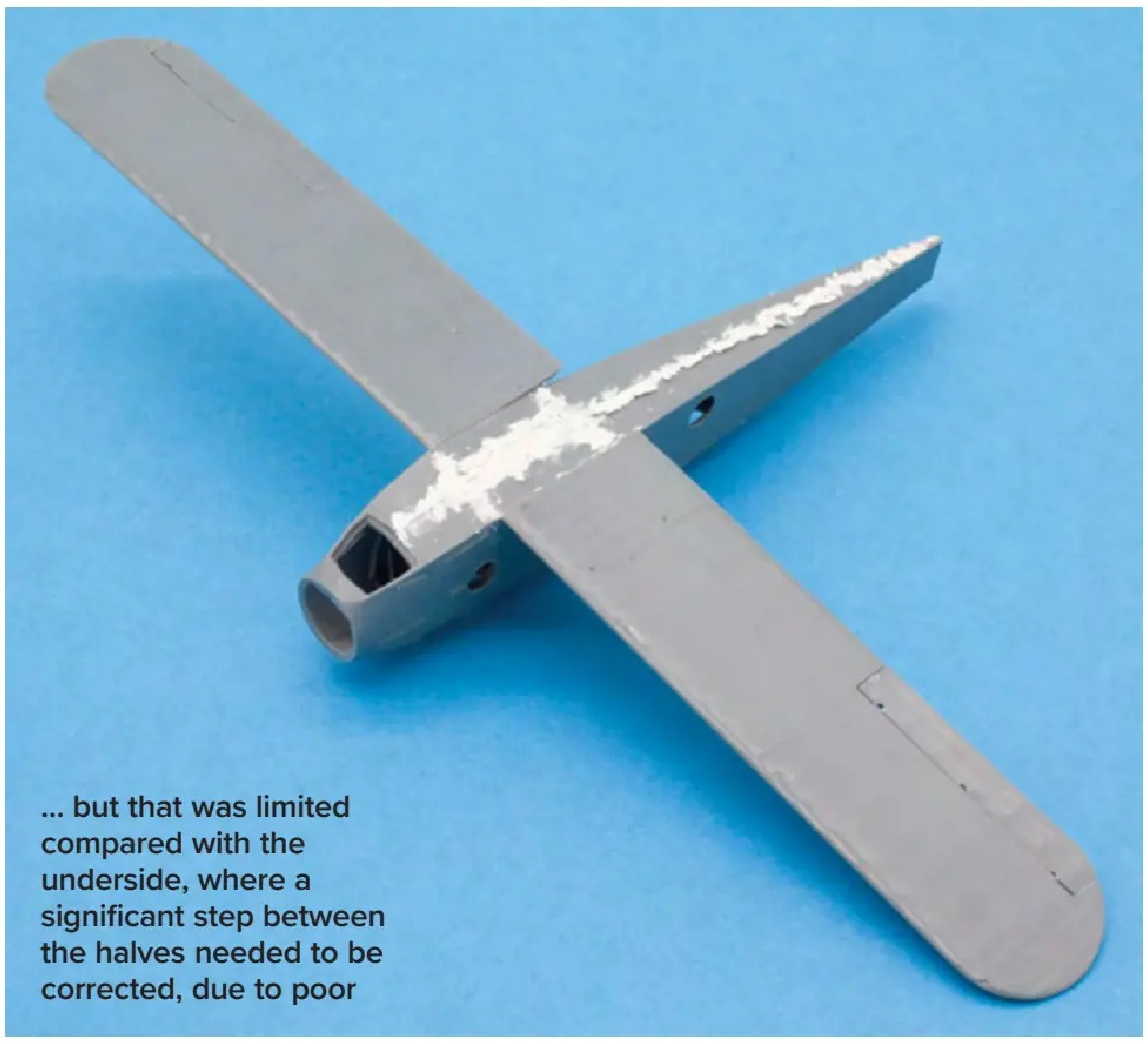
The top wing was assembled and painted separately. The wing itself is quite well produced,



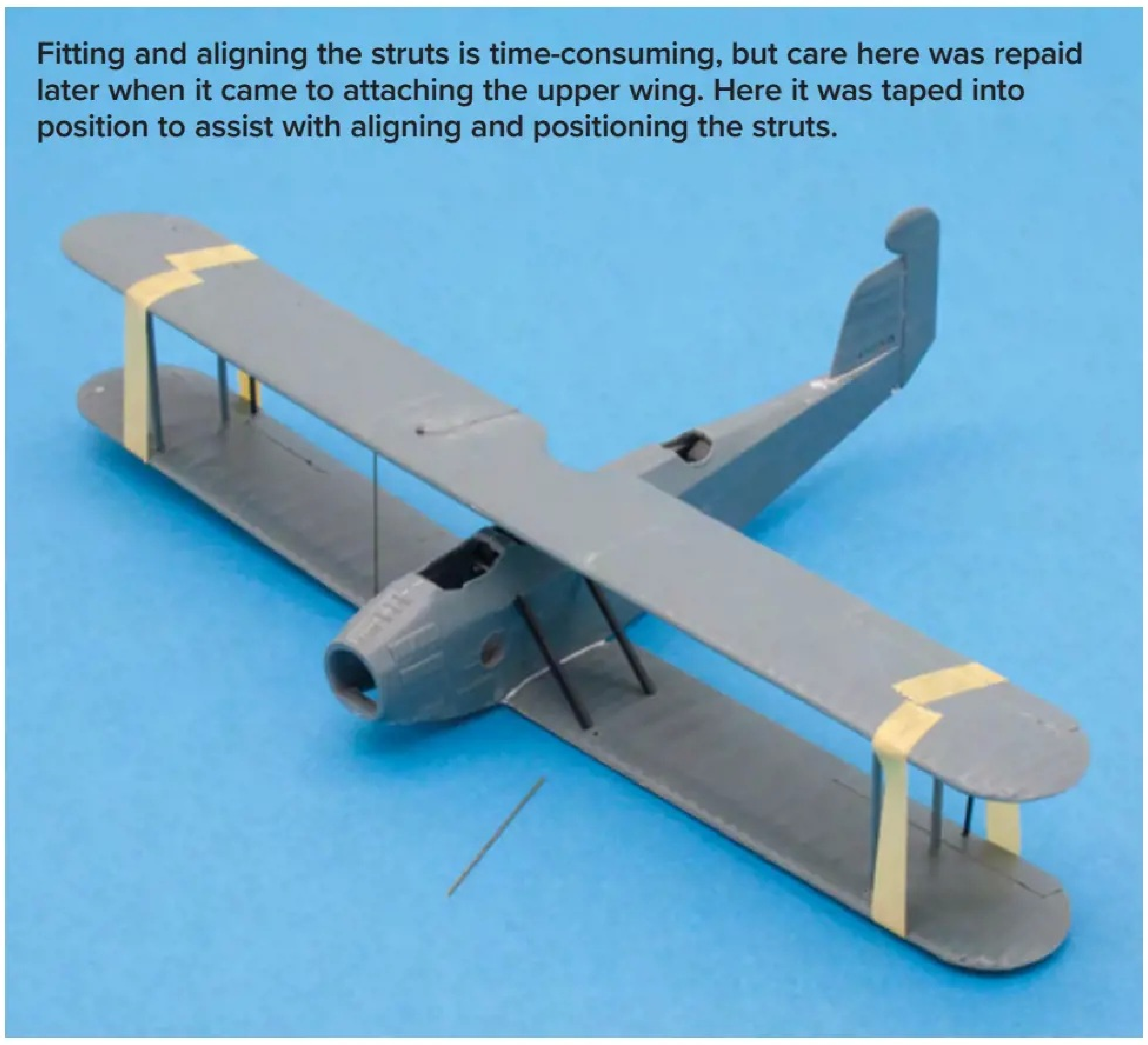
> **"Accurate fitting of the floats was undoubtedly the most demanding stage of the entire build"**

MODEL SPEC

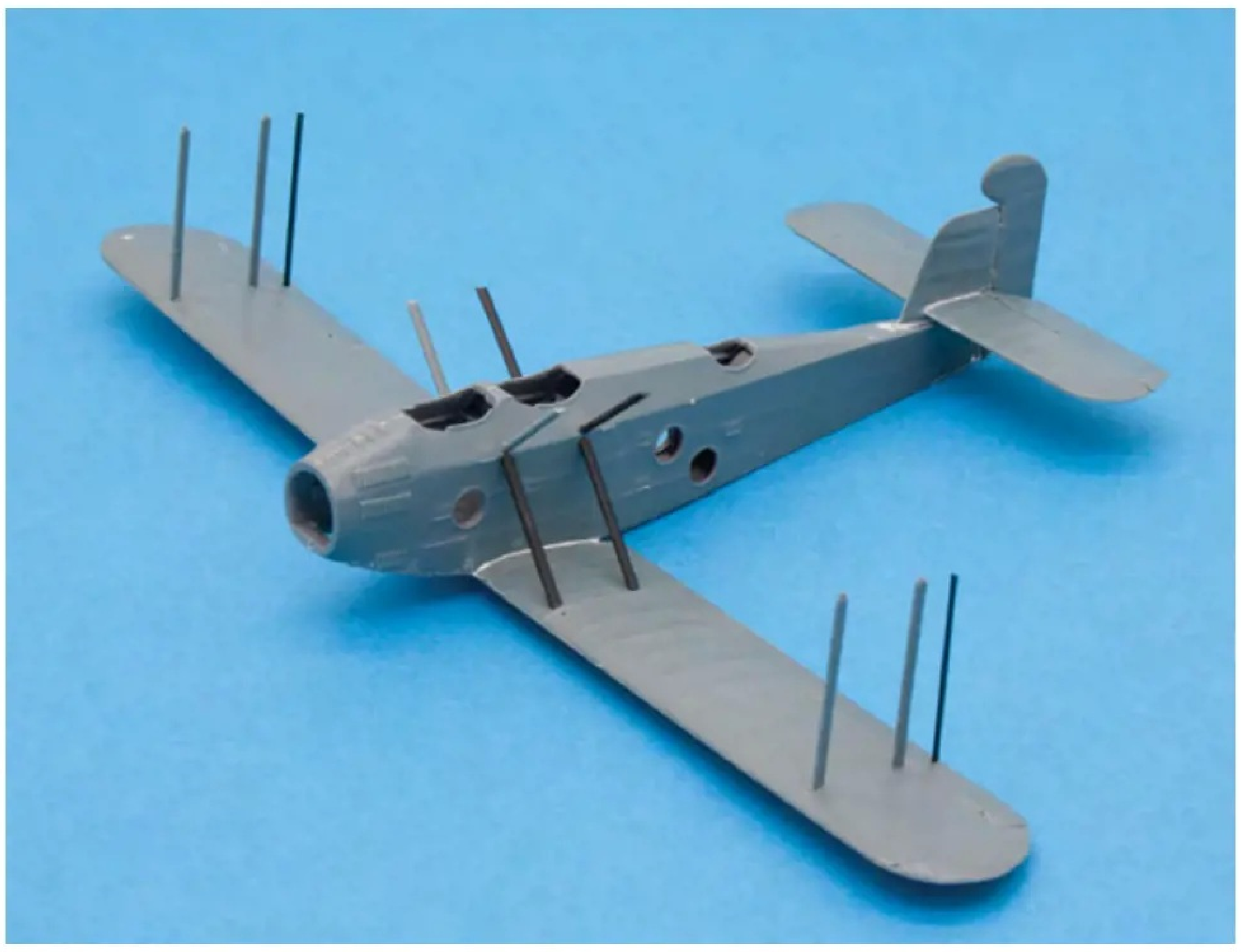
Martin T4M float version
By: Plus Model
Stock code: AL7072
Scale: 1/72
Price: €32.34
Available from: Plus Model (www.plusmodel.cz)



... but that was limited compared with the underside, where a significant step between the halves needed to be corrected, due to poor

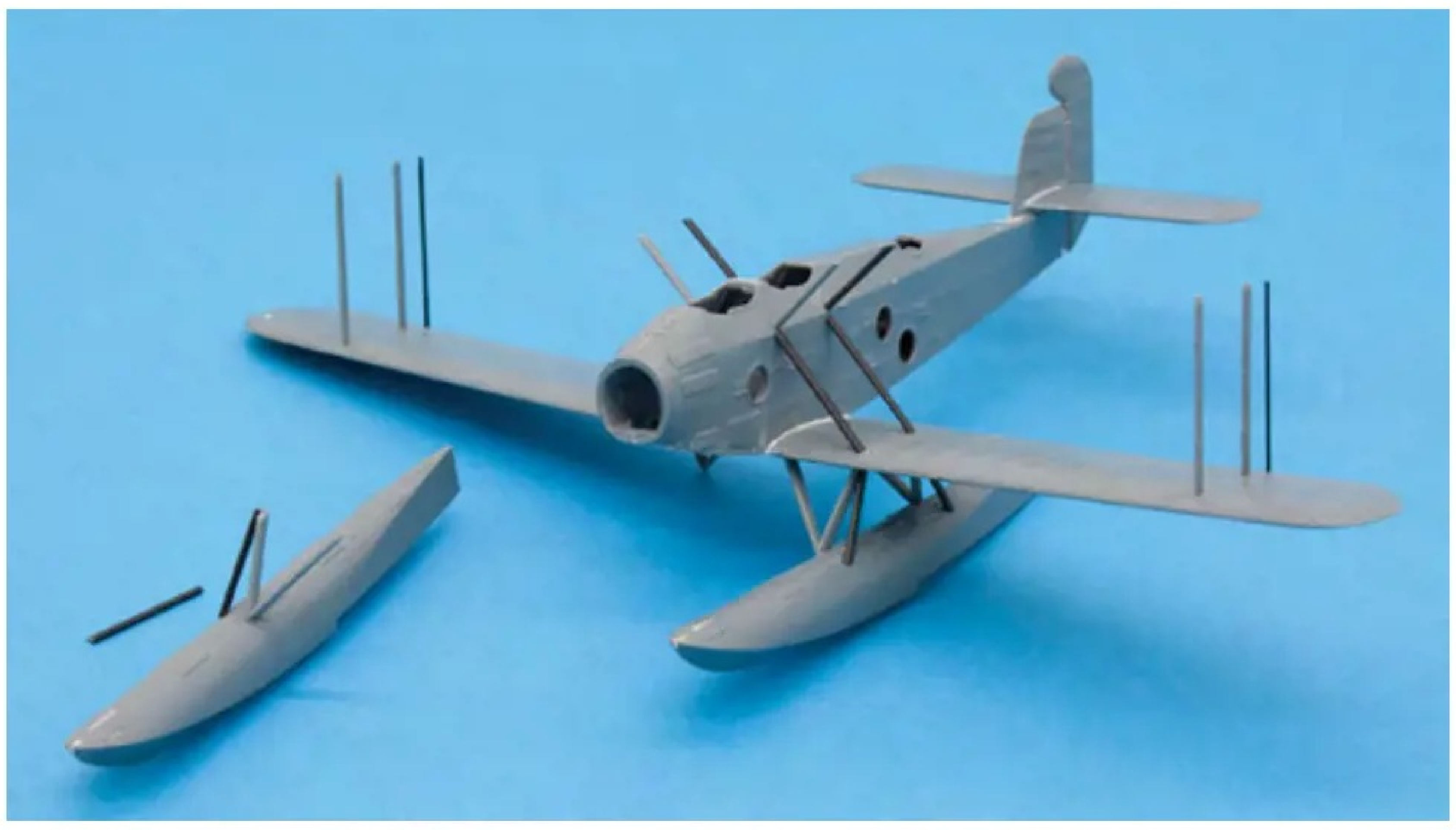


Fitting and aligning the struts is time-consuming, but care here was repaid later when it came to attaching the upper wing. Here it was taped into position to assist with aligning and positioning the struts.



◀ The wing struts assembled. Some of the kit struts were usable, but others had to be replaced, as can be seen here with the darker-coloured items.

▼ Fitting the floats was tricky as there are no proper locating holes – again, it was well worth taking the time, as there's a lot to align before glue can eventually be committed.



being thin with reasonably sharp trailing edges. On the other hand, the fuel tank pipe on the upper surface of the wing is represented crudely and is best replaced with a length of fine plastic rod. Wing-fold lines are not represented, so these were scribed on the upper and lower surfaces of both wings. Ailerons are separate items, but need careful trimming to achieve a satisfactory fit.

After priming, the silver underside was painted next, followed by the upper surface's distinctive yellow; Humbrol's 69 Gloss Yellow provided a good representation. When it came to the markings, the upper wing red chevron was provided in decal form, but to ensure a match with the tail surfaces it was masked and painted instead. Plus Model's national insignia and identification number were applied without issue, and responded well to the Micro Sol/Set solutions.

Decent decals

It was always going to be easier to complete the decaling before the top wing was attached. The chosen scheme depicts an aircraft from Torpedo Squadron Five-A (VT-5A), embarked on USS *Jason* (AV-2) at Pearl Harbor in 1931. Two other options were available, these being another VT-5A airframe plus one from VT-9S. Interestingly, the kit ▶

MATERIALS AT A GLANCE

Albion Alloys (www.albionhobbies.com)
0.45mm brass rod

Alcald (www.alclad2.com)
ALC-302 Grey Primer & Microfiller
ALC-119 Airframe Aluminium

Brengun (www.brengun.cz)
BRL 72271 Martin T4M wheel/float

Flory Models (www.florymodels.org)
FMW002 Dark Dirt

Humbrol (https://uk.humbrol.com)
69 Gloss Yellow
AC5501 Gloss Cote

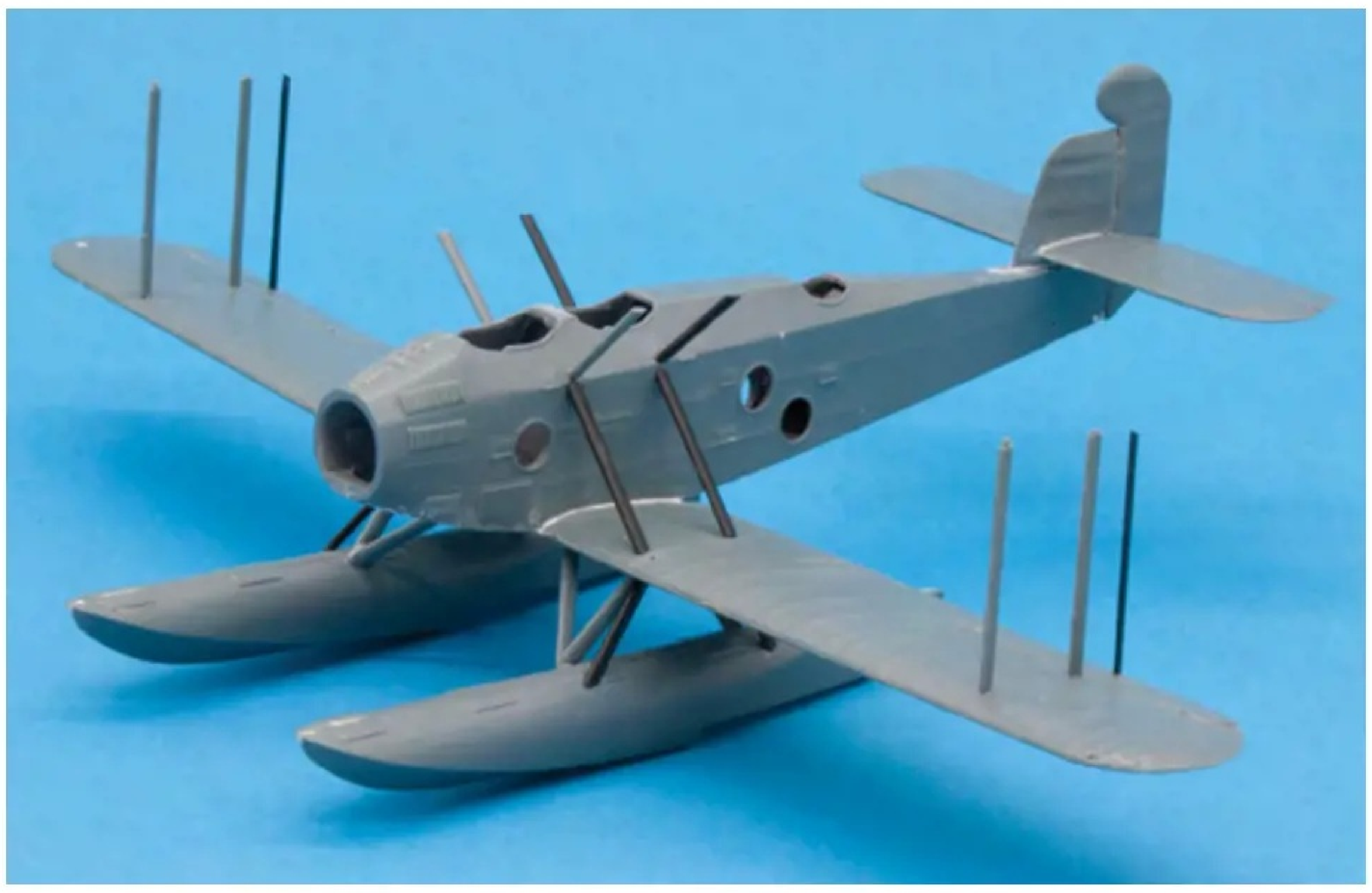
INFINI Model (www.infini-model.com)
Super Fine rigging thread

Microscale (www.microscale.com)
Micro Set
Micro Sol

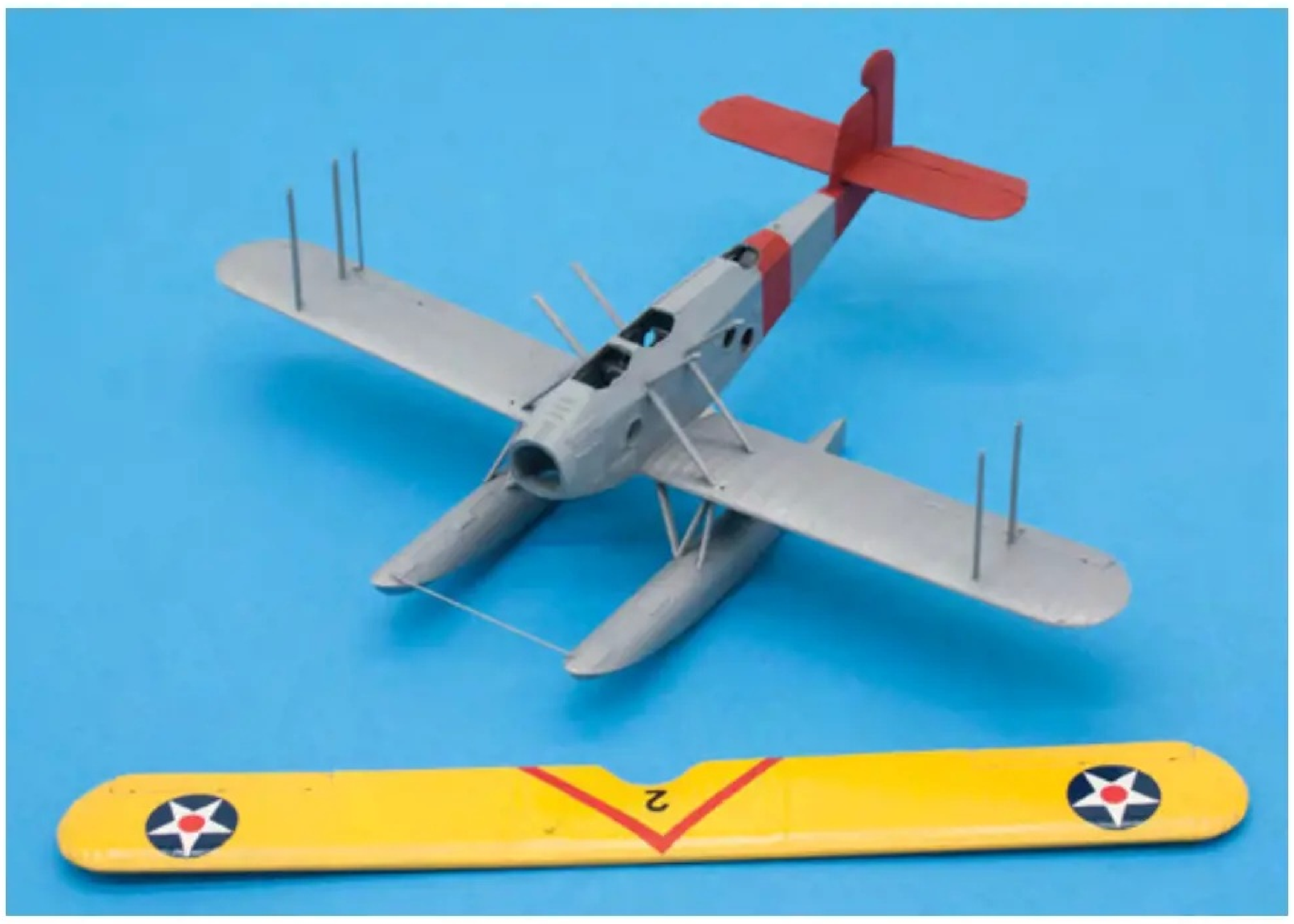
ScaleFiend Miniatures (www.scalefiend.com)
72-lewis-mkiii Lewis Gun

SMS Paints (www.albionhobbies.com)
PL118 US Dark Gull Grey
FS 36231

Vallejo (www.creativemodels.co.uk)
70.314 Canvas
70.871 Leather Brown
71.065 Steel
71.003 Red RLM 23



▲ The floats finally attached; the struts are arguably overscale, but it was decided to leave them unmodified as they would bear the model's weight and provide a sturdy base.



▲ Basic painting proceeded without any major issues, and the wing decals were applied at this stage as it was easier than if tackled after the top wing was attached to the rest of the model.

box side panel has a fourth option, another subject from VT-9S, although this doesn't feature on the decal sheet. Before applying the decals, the model was airbrushed with Humbrol's Gloss Cote, with the decals adhering and conforming well to the surfaces, but they were not easily repositioned, even with a generous use of Micro Sol. The large numeral/letter code on the fuselage side is provided as a single large subject, but is much easier to handle if cut into smaller items. The large numbers are designed to fit around the circular fuselage windows and do so very well. Sections of black decal represent walkways on the lower wing, but Plus Model omits the sections between the forward struts, so they were cut from scrap Microscale solid decal film.

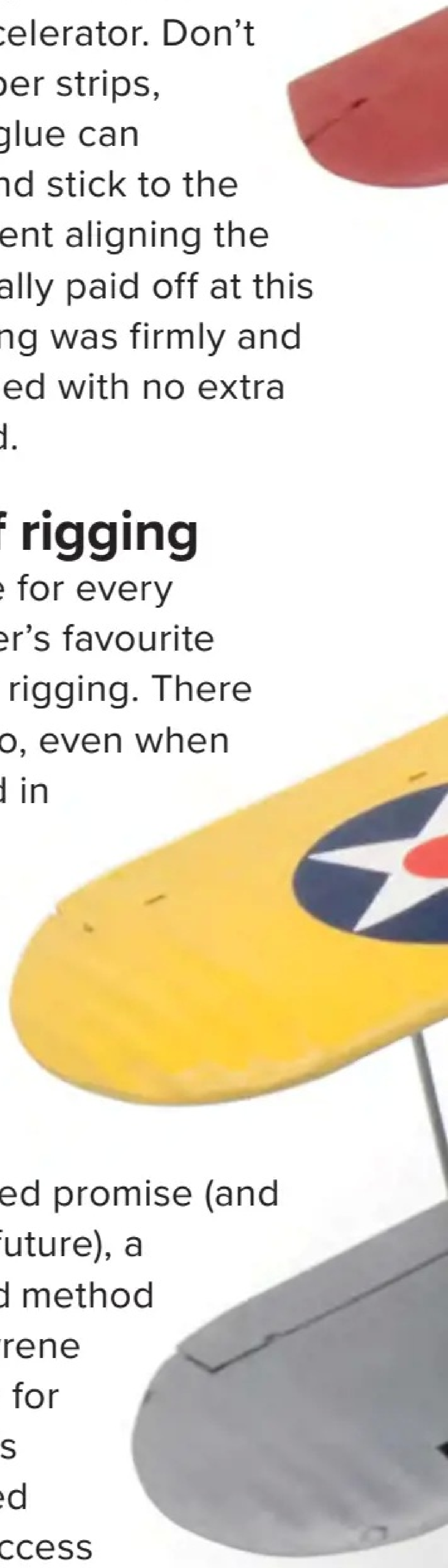
Drumroll moment

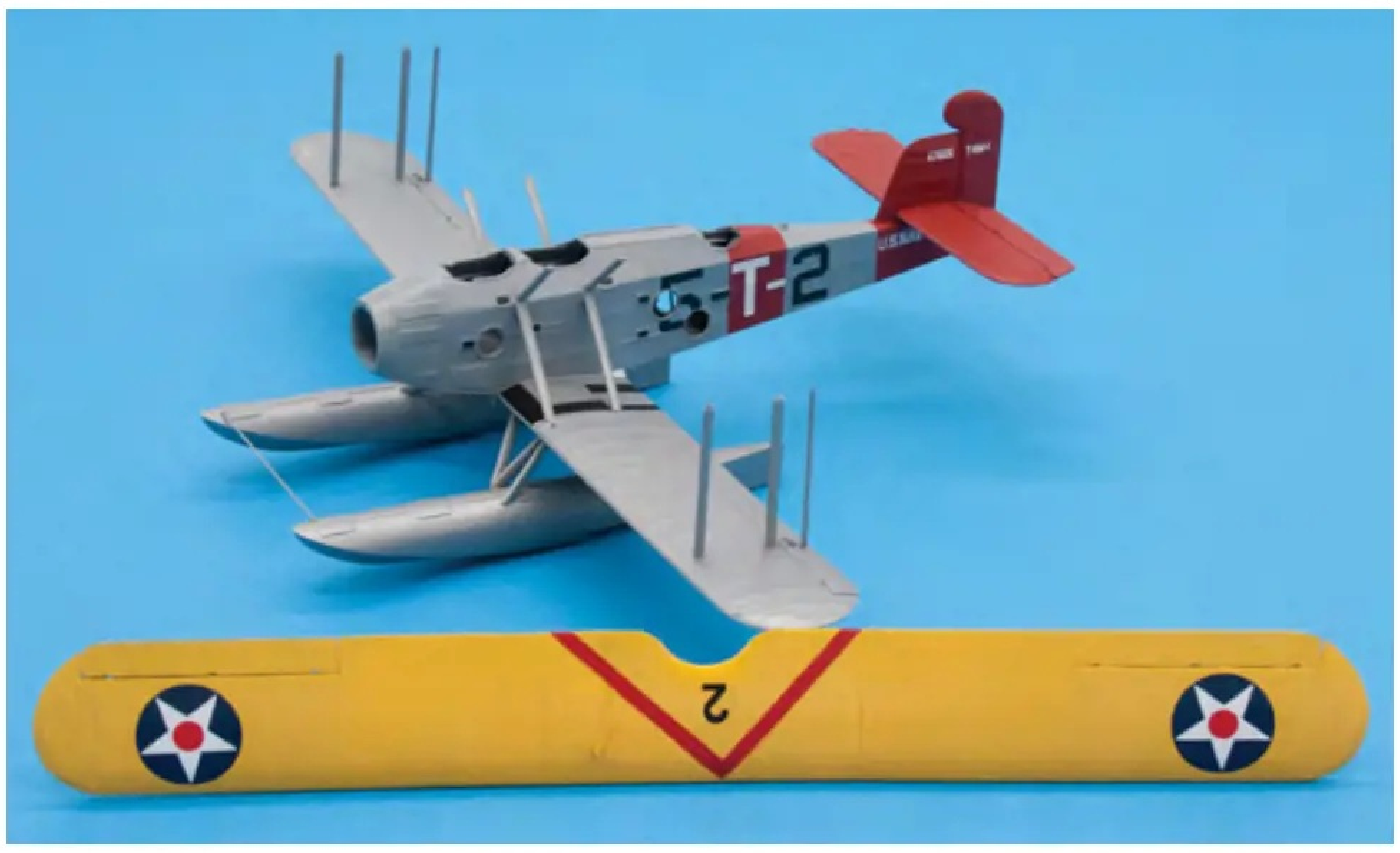
The time rapidly approached for the crucial step of attaching the top wing, although several small jobs remained. Seats were added to the first two cockpits, followed by the PE control wheels and a windscreen on the second opening, together with a small amount of rigging for the inner/cabane struts that would be difficult with the top wing in place. The fuselage windows were also sorted at this stage, the kit items being replaced by acetate sheet, with an office hole-punch producing circles of coincidentally just the right size; they were secured with Humbrol Clearfix (as was the windscreen).

The model was inverted in readiness for attaching the upper wing, with the outer struts fixed first, and strips of tape ensured the correct alignment. Superglue was used, together with an accelerator to form a rapid, firm joint. The interplane struts were then secured; these just butt-joined to the upper wing, so again superglue was used. It was here that a little trick helped reach the attachment point. Short strips of thin plastic card were cut that slid easily between the top of the strut and wing, and superglue was applied to one end; the strip was then drawn forward, pulling the adhesive through the join; it then set quickly with accelerator. Don't try this with paper strips, though, as the glue can soak through and stick to the model. Time spent aligning the struts earlier really paid off at this point, as the wing was firmly and correctly attached with no extra fettling required.

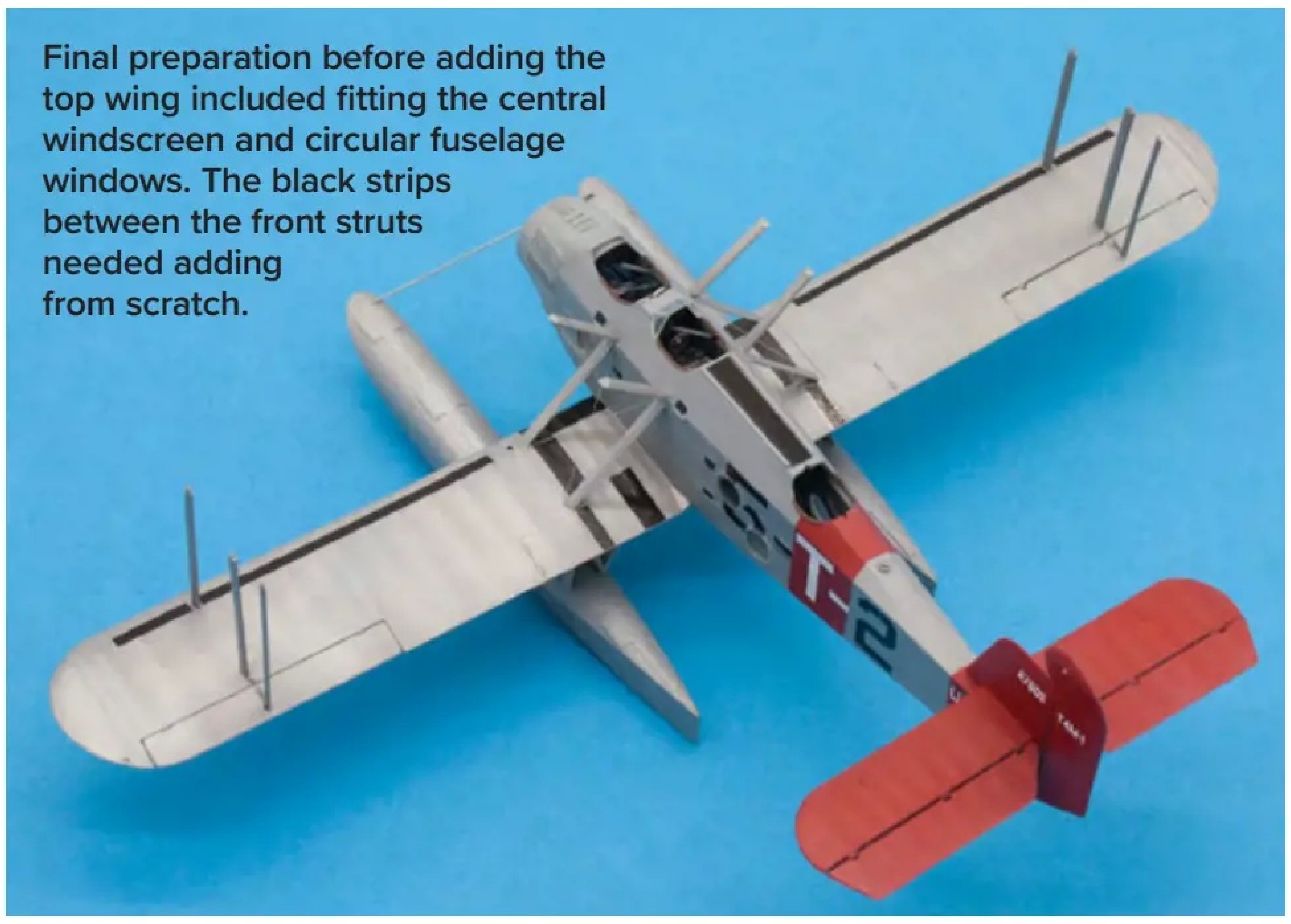
The joys of rigging

Now it was time for every biplane modeller's favourite job, namely the rigging. There was plenty to do, even when it was simplified in some areas. Experiments were attempted with Infini's Super Fine product and, while this showed promise (and will be used in future), a tried-and-tested method of stretched styrene was resorted to for this project. This task is hampered by the lack of access in several areas and perseverance paid off in the end. Dividers were used to ascertain length; then CA and accelerator was employed for fixing the styrene… a handy stress ball is also useful!

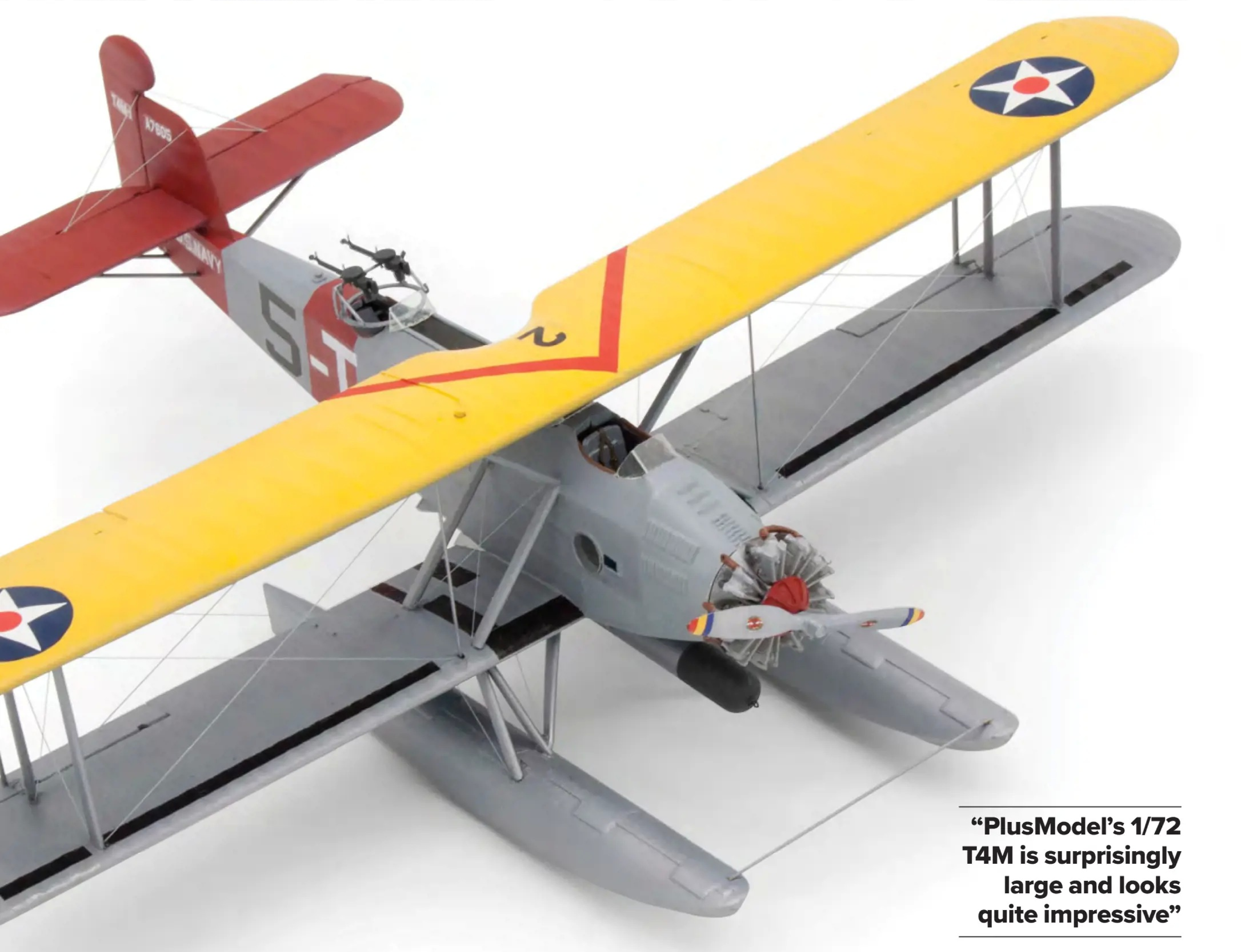




▲ Similarly, the main fuselage markings were applied before final assembly, and these settled well into the moulded detail, although they were difficult to manipulate once placed on the model's surface.



Final preparation before adding the top wing included fitting the central windscreen and circular fuselage windows. The black strips between the front struts needed adding from scratch.



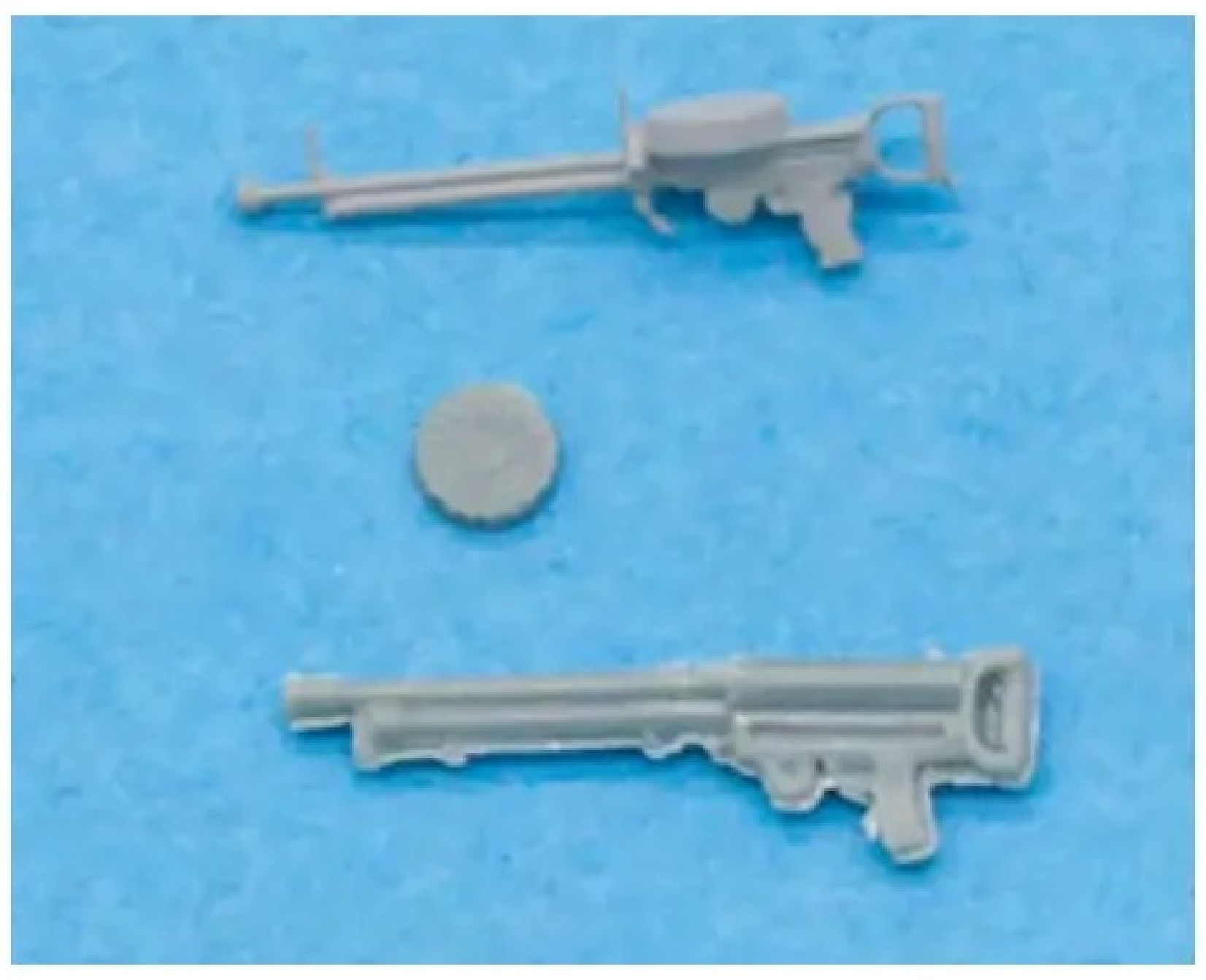
“PlusModel’s 1/72 T4M is surprisingly large and looks quite impressive”

Finishing jobs included the attachment of the remaining two windscreens, plus the Lewis guns on the Scarff ring. The latter is offered as a replacement in Brengun’s PE set and is a vast improvement over the kit item. Plus Model’s guns are poor, but can be omitted as they were rarely mounted on the real aircraft. In this case, 3D-printed replacements were sourced from ScaleFiend Miniatures, and these really enhanced the finished model’s appearance.

The pre-assembled engine was then fitted, followed by two tiny PE hand holds on the port side of the fuselage. With that, the model was completed.

A tricky project

PlusModel’s 1/72 T4M is surprisingly large and looks quite impressive, but you will have gathered that it didn’t build easily – not unexpected for a limited-run product. This was partly due to the aircraft’s awkward design, but also to the kit’s shortcomings, which added considerably to the workload. Despite (or maybe because of) this, it was an enjoyable project. Overcoming challenges is arguably what serious modelling is all about, and the feeling at the end was that the effort and frustrations were worthwhile. Just as well, as it’s likely to remain the only styrene option of this interesting 1930s type.

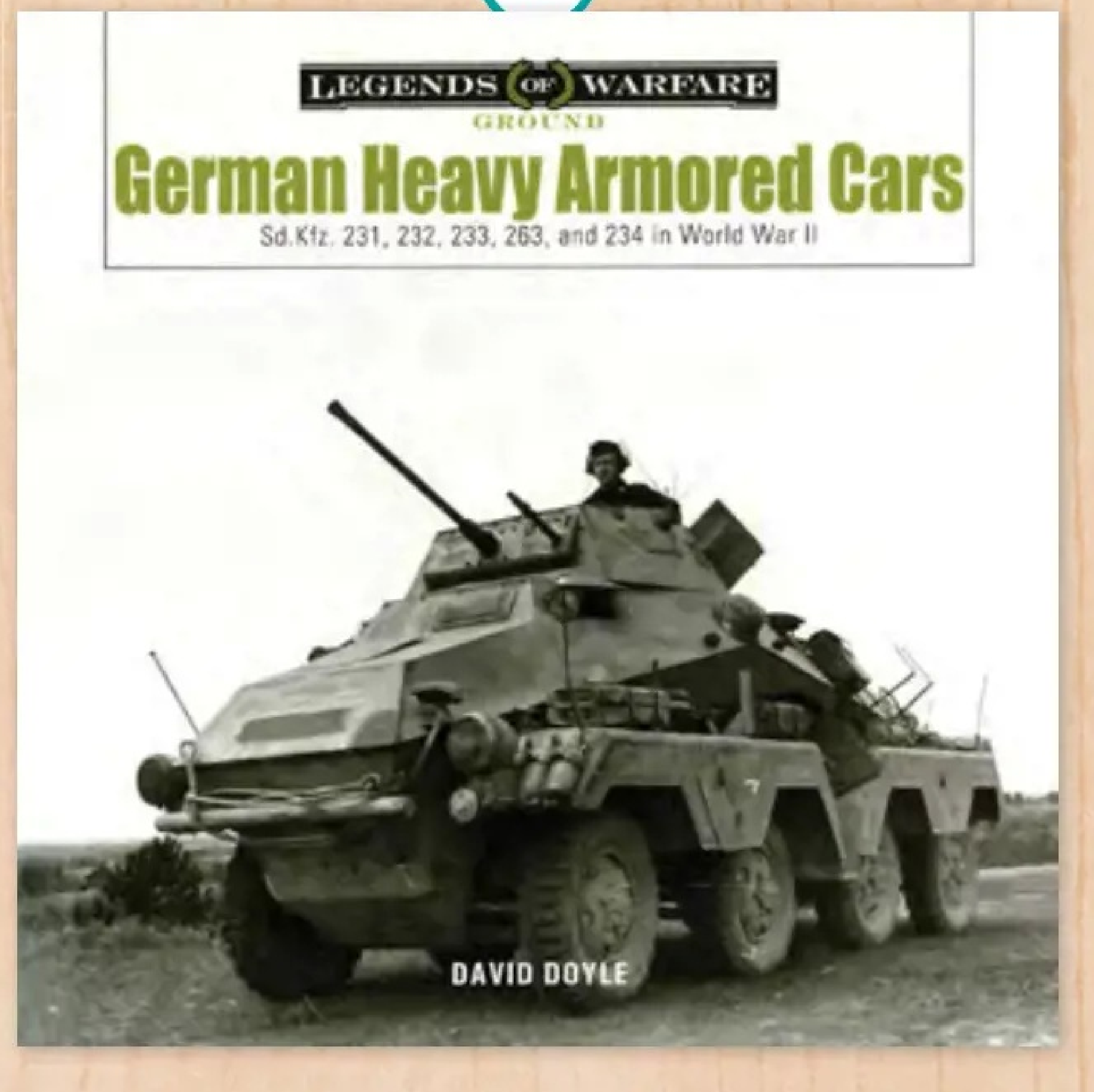


▲ Adding the T4M’s Lewis guns was one of the last tasks, with the kit’s poor representations (bottom) replaced by far superior items from The ScaleFiend.

▶ The top wing was attached with minimal problems, and the care spent earlier getting the struts aligned properly certainly paid dividends.

For Israeli Air Force Enthusiasts
Netz 2
1994 - 2015
Ex USAF F-16A/B in IAF service
Ra'anan Weiss
Israeli AF Mini Photo Album
IsraDecal Publications
No.7

1


Legends of Warfare
Ground
German Heavy Armored Cars
Sd.Kfz. 231, 232, 233, 263, and 234 in World War II
David Doyle

2

British Aircraft Carriers 1945–2010
Angus Konstam
Illustrated by Paul Wright

3

1

Netz 2 1994-2015 Ex-USAF F-16A/B in IAF Service

By: Ra'anan Weiss
ISBN: N/A **Price:** $37
Pages: 100 **Format:** A4
Web: www.isradecal.com

Having already documented the service histories of those General/Dynamics/Lockheed F-16A/B aircraft purchased brand-new by Israel from the US, the author has now turned his attention to the smaller number of ex-US Air Force airframes also acquired for the Israeli Air Force. A short narrative outlines how these additional 50 F-16A/Bs (known in Israeli service as Netz 2 – Hawk 2) were acquired, after which there's a stunning photographic study of the type from its arrival in Israel during 1994 to eventual disposal two decades years later. All aspects of these airframes, which were from production Blocks 1, 5 and 10 are covered, such as how they initially flew in standard three-tone US camouflage, including on combat missions. The early Block numbers also dictated aspects such as radome colour (black or grey) and tailplane size (small); again, these were unchanged for several years until they were upgraded (and received Israeli camouflage), bringing them to a common standard with Israel's other F-16A/B Netz. This is a superb reference; the high-quality photos throughout provide modellers with a huge amount of data, and this is amplified by the concise, yet informative captions, describing equipment and weapons. The Netz 2 was eventually operated by four squadrons, and the markings of each unit are well described, noting any changes over the type's 21 years of service. The finishing touch (if one was needed) is a collection of the full-colour profiles – five each in US and Israeli camouflage – depicting notable airframes. **SF**

2

German Heavy Armoured Cars

By: David Doyle
ISBN: 978-0-7643-6649-9 **Price:** $24.99
Pages: 144 **Format:** 236 x 236mm
Web: www.schifferbooks.com

When it comes to armoured vehicles, most attention seems directed towards the tracked vehicles – notably tanks – but there's also a fascinating history of wheeled machines operated by Germany during World War Two. An introduction shows how these vehicles came into being, with initial types based on a three-axle truck chassis (leading to the 6-Rad series). From there, the reader is taken through subsequent variants in numerical and 'wheel' order, starting with the 6-Rad Sd.Kfz. 231 and culminating with the 8-Rad Sd.Kfz. 263, before tackling the Sd.Kfz. 234 separately. In addition to charting how they were utilised by the German armed forces, there's an accompanying insight into how the armament was increased/improved as the war progressed. From a modelling perspective, there's much to savour, as type nuances are photographed and described, while the captions provide invaluable information on units and equipment fits. Diorama builders will also find plenty of inspiration within these pages, with maintenance, obstacle crossing and pre-/post-combat scenes all captured in the splendid selection of period phtoos. It's somewhat curious that types kitted the least receive the most attention – there are more pages dedicated to the six-wheeled version of the Sd.Kfz.231 than the entire family of Sd.Kfz.234 vehicles, despite the latter being a more popular subject. From this perspective, if you're building a model of those earlier six- or eight-wheeled heavy armoured cars, then this is an ideal reference, but for the '234, other publications are recommended. **SF**

3

British Aircraft Carriers 1945-2010

By: Angus Konstam
ISBN: 978-1-4728-5687-6 **Price:** £12.99
Pages: 48 **Format:** 185 x 250mm
Web: www.ospreypublishing.com

World War Two established the aircraft carrier as the arbiter of naval power – supplanting the battleship – and the type's presence in the Royal Navy since 1945 arguably serves as a microcosm for that organisation's decline in strength. The opening narrative is – for a fan of naval vessels – quite sobering in that the service faced a perfect storm during the initial post-war period of massive economic constraints and the replacement of piston-engined aircraft with larger and more capable jets. However, it also highlights the ingenuity of British designers, with aspects such as the steam catapult, angled flight deck and mirror landing aids – all now taken as the norm – brought into operation over a short period of time. The carrier's changing role, is also addressed, along with its effect on the embarked air arm and this leads neatly into a perhaps overly long segment on the types operated by the Royal Navy. Consequently, combat operations during the Korean War, Suez Crisis and Falklands Conflict receive minimal attention, which is a shame. A series of colour artworks serve to illustrate either particular classes of aircraft carrier or combat actions (Suez, Falklands), while a cutaway identifies salient equipment such as the angled flight deck, mirror landing system and other innovations. With such a short page count, Osprey's *British Aircraft Carriers 1945-2010* is best used as an introduction to the Royal Navy's 'flat-tops', informing the modellers as to which classes were retained and how they were modernised post World War Two. **SF**

④

PULP FICTION FIGHTERS
Aircraft Exported to Latin America for Military Purposes, 1930-1939
Dan Hagedorn - Carlos A. Garcia

MAURIZIO DI TERLIZZI
AVIOLIBRI special 13
Reggiane RE 2005 Sagittario
IBN EDITORE
ENGLISH - ITALIAN TEXT

⑤

④

Pulp Fiction Fighters: Aircraft Exported to Latin America for Military Purposes, 1930-39

By: Dan Hagedorn and Carlos A Garcia
ISBN: 978-82-93450-31-3 **Price:** Kr 449 (approximately £31.55)
Pages: 216 **Format:** A4
Web: www.europeanairlines.no

European Airlines' new book on Latin American aircraft of the 1930s oozes inspiration. Penned by established author Dan Hagedorn, the title refers to the fact that aviation magazines of the period often featured cover illustrations as racy and colourful as that seen on so-called 'pulp fiction' novels of the period. The story of how many aircraft reached the shores of Latin America is fascinating, with political intrigue, meagre budgets, legal wrangles and other hurdles all having their influence. Hagedorn sets the scene perfectly with his introduction and potted history, before describing each of the countries' aircraft acquisitions. There then follows a list of aircraft types, operators and relevant page numbers, before the reader is treated to more than 180 pages of quality colour profiles by Carlos A Garcia… two per page. As such, there's a huge selection of artworks to admire and hopefully inspire your modelling efforts. The types appear alphabetically by manufacturer and the variety is surprising. Beginning with Aeronca and ending with Wright-Standard, a wealth of manufacturers' machines sit in between. While not all can be found in kit form, examples include the Beech Staggerwing, Belanca CH-300, Breda Ba 65, Macchi M 18, Bristol Bulldog, various models of Curtiss Hawk, Ju 52, Caudron Aiglon and Stinson Reliant. Each profile has an accompanying caption offering historical notes and select structural/equipment pointers. Sadly, there are no plan views. **CC**

⑤

Reggiane RE 2005 Sagittario

By: Maurizio di Terlizzi
ISBN: 978-887565-564-4 **Price:** €22
Pages: 88 **Format:** 200 x 280mm
Web: www.ibneditore.it

This is the 13th edition of the *Aviolibri* series and covers the Reggiane RE 2005 Sagittario (Sagittarius) fighter. It's presented in dual language (Italian/English) format, and follows a familiar format, whereby the type's development and history is outlined, followed by an in-depth technical section, modelling/build chapter and the Sagittario's colours and markings. The final pages are devoted to one of the RE 2005's most notable pilots, General Vittorio Minguzzi, who shot down 13 Allied aircraft. If you're looking for a one-stop shop on the RE 2005, then this is a great place to start. There's more than enough information to satisfy the majority of modellers in terms of detail, thanks to the judicious use of pilot's and engineering manuals for many of the diagrams, while the close-up photos fill in any gaps. Compared to other World War Two aircraft, there doesn't seem to be as many photographs of the type, and this means that – in places – the author has been forced to include several lower-quality images, but the majority are clear, especially those showing parts of the airframe and interior. The colours and markings section is particularly useful, identifying the shades of green and grey used on the airframes, along with graphics showing unit logos and artwork seen on the Sagittario. Three builds are featured: the first is Pacific Coast Model's 1/32 offering, and this is joined by 1/48 kits by Sword and Special Hobby. Plus and minus points on each are addressed in some detail, highlighting any inaccuracies and outlining how to correct them. **SF**

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1
F-4EJ Kai PHANTOM II
"306SQ No.379"
LIMITED EDITION
2
BAC ROMBAC 1-11-500 'SUPER ONE-ELEVEN'
MARK I models
1:144
SCALE
INJECTION-MOULDED MODEL KIT
MKM144113
LONDON EUROPEAN, BAVARIA GERMANAIR, JAT
Revell
LEVEL 4
1:72
152 & 122 PARTS
24,3 cm
19,3 cm
TORNADO TWIN PACK
50th ANNIVERSARY PANAVIA TORNADO
3

①

F-4EJ Kai Phantom II '306SQ No.379'

By: Hasegawa **Scale:** 1/72
Item no: 02453 **Price:** £44.99
Web: www.amerang.co.uk

Hasegawa's venerable 1/72 F-4EJ Phantom returns in 'Kai' form with new decals. While some of the types' improvements are incorporated, such as radar-warning receivers on the vertical stabiliser, plus similar fairings on the wingtips, aspects such as the radome strengthening strips are not… simply being provided in decal form. Super-fine panel-line engraving is always a signature feature of Hasegawa kits and its smaller-scale F-4s are no exception. The trait that betrays the toolings' age, though, is that it employs decals (rather than moulded detail) for the cockpit side consoles and instrument panels, although reasonable Martin-Baker MK.7 seats are supplied. Accuracy-wise, Hasegawa has excelled with its Phantoms and there is almost nothing to vex F-4 fans with a keen eye for structural nuances. It's more a case of limited detail, mainly on the exhaust nozzles. As usual, limited stores are provided (just underwing and centreline tanks), with an expectation you'll use the firm's X72-10 JASDF Aircraft Weapons 1 (35010) – although Fine Molds has an equivalent set. The new markings are for airframe 67-8379 (CO's mount) of 306 Squadron, 6th Air Wing, Japanese Air Self-Defense Force, at Komatsu Air Base in 1995. It wears classic FS 36440 Light Gull Gray over FS 17875 Insignia White, but has a properly aggressive-looking sharkmouth, plus tiger artwork on the port-rear fuselage, and extra décor on the port intake splitter plate, while the unit's handsome eagle-head badge sits proudly on each side of the vertical stab'. Japanese Phantoms are known for their copious stencilling and a wide array is offered here.

②

BAC/ROMBAC 1-11-500 'Super One-Eleven'

By: Mark I Models **Scale:** 1/144
Item no: MKM144113 **Price:** £34.99
Web: www.hannants.co.uk

Mark I Models has issued the hobby's first styrene tooling of the BAC 1-11-500 airliner – a true classic of British civil aviation. It offers a single runner and a splendid decal sheet carrying markings for three attractive schemes. These include one of the ROMBAC airframes licence-built by Romania. In typical limited-run fashion there are no locating pins on major parts, but panel-line engraving is reasonably good for the scale. Mark I eschews the moulding of window and cockpit glazing openings, instead favouring decals for this purpose. Accurate 'hush kit' fittings are provided for the engine nacelles (added to some 500-series One-Elevens), which are elongated and have star-shaped nozzles – as are standard exhausts. Other notable inclusions are engine fan blades, separate wing fences, undercarriage scissor links, well-moulded wheels, an optional 'towel rack' antenna for under the fuselage and separate blade aerials. Curiously, the towel rack antenna isn't portrayed on this kit's colour profiles, but it's possibly supplied to cater for schemes in other boxings. The decal sheet includes door surrounds, stencilling and nacelle grilles. Mark I also provides a card display base:

- ROMBAC (BAC) 1-11-500 (561RC), G-BNIH, London European Airways, Luton Airport, Bedfordshire, UK, 1987-90
- BAC 1-11-500 (542FF), D-AMOR, Bavaria Germanair, Munich-Reim Airport, Bavaria, West Germany, 1977-78
- BAC 1-11-500 (561RC), YR-BRA, JAT Yugoslav Airlines (airframe leased from Tarom), Belgrade Airport, Yugoslavia, 1989

③

Tornado Twin Pack 50th Anniversary PANAVIA Tornado

By: Revell **Scale:** 1/72
Item no: 03801 **Price:** £41.99
Web: Revell Stockists

Germany's Revell has reissued its 1/72 Panavia Tornado in a dual-kit 50th anniversary boxing, with markings for early German and British machines. It's been reissued many times with different German markings, but just twice in RAF form and it remains the best in 1/72, despite a poorly shaped radome (a common failing). The rest of Revell's parts are decent and there's a good amount of detail, even on the weaponry, but their age is betrayed by the considerable flash. The RAF machine receives an extra runner for stores (although few of these are relevant to the scheme), including countermeasures pods, anti-radiation missiles plus free-fall and laser-guided bombs. The kit features a reasonably good cockpit, with raised features on the side consoles. The instrument panels are also worthy renditions of those in early Tornados, while the multi-part seats do at least look like Martin-Baker Mk.10s. External panel-line detail is still some of the finest ever rendered in this scale and, as is sometimes the case with kits of variable-geometry aircraft, internal fittings enable you to change the wing sweep. Pleasingly, the airbrakes can be posed up or down, and so can the canopy. Plenty of detail is apparent on the undercarriage (and the relevant bays) and exhaust nozzles, but while ramps are supplied for inside the air intakes, no engine fronts are provided. The new markings are printed on gloss carrier film, the choices being:

- GR.1, ZA590/E, IX(B) Squadron RAF, Honington, Suffolk, UK, 1983
- IDS, 44+02, JaboG 31, West German Luftwaffe, Nörvenich, 1983

eduard
ProfiPACK edition

4

Revell
LEVEL 4
1:144
223 PARTS
A400M: 31,2 cm
Tornado: 11,9 cm
A400M: 29,6 cm
Tornado: 9,5 cm
AIR DEFENDER SET AIRBUS A400M & TORNADO

5

72 special HOBBY
CH-37A Mojave 'US Army'

6

4

P-51B Mustang Birdcage Canopy

By: Eduard **Scale:** 1/48
Item no: 82107 **Price:** £17.90
Web: www.eduard.com

This is Eduard's third iteration of its early 1/48 P-51B Mustang kit, replicating the so-called 'birdcage' canopy Block 1, 5, 10 and 15 versions, all with the standard vertical stabiliser (lacking a fin fillet). This is a ProfiPACK boxing, so the regular styrene – comprising seven runners – is joined by a photo-etched (PE) metal fret and canopy/wheel mask set. The pack is completed by a magnificent decal sheet, with markings for six airframes. In terms of the detail on offer, there are two styles of interior to cater for the Block 1 airframe (with equipment racks behind the pilot's seat) and the subsequent Block 5, 10 and 15 machines (a fuel tank replaces the lower equipment rack), complete with differences in gunsights and equipment fittings. External detail is excellent, notably the finely replicated rivets and fasteners. The choices are:

- P-51B-15-NA, 43-24857/90 *Dorothy II*, Capt Robert M Barkey, 318th FS, 325th FG, Fifteenth AF, Lesina, Italy, June 1944
- P-51B-5-NA, 43-6787/G4-Q *Shanty Irish*, Capt Gilbert O'Brien, 362nd FS, 357th FG, Eighth AF, Leiston, UK, June 1944
- P-51B-10-NA, 42-106730/VF-P *Reggie's Reply*, Capt John T Godfrey, 336th FS, 4th FG, Eighth AF, Debden, UK, April 1944
- P-51B-5-NA, 43-6461/CS-Q *Hot Pants*, 1st Lt Wilson K Baker Jr, 370th FS, 259th FG, Eighth AF, East Wretham, UK, August 1944
- P-51B-10-NA, 42-106501/CM-M *Betty Jane*, Col Charles McCorkle, 31st FG, Fifteenth AF, San Severo, Italy, July 1944
- P-51B-1, 43-12405/II *BullFrog!*, Col David Hill, 23rd FG, Fourteenth AF, China, 1944

5

Air Defender Set Airbus A400M & Tornado

By: Revell **Scale:** 1/144
Item no: 03789 **Price:** £49.99
Web: Revell Stockists

This new 1/144 dual package from Revell offers an Airbus A400M and Tornado in colourful schemes as worn during 2023's Exercise Air Defender. On the Tornado, the décor is confined to the vertical stabiliser, but on the A400M, it extends onto the forward fuselage. The latter is a splendid kit, featuring fine panel-line engraving and a plethora of detail; the cockpit has crew seating moulded in situ, plus an instrument panel, and a full forward bulkhead arrangement featuring walls, stairs and bunk beds. Features in the capacious cargo/passenger section are provided by a three-part 'sleeve', which itself fits inside the fuselage halves, hugging the bodily contours, while folded passenger seats are included; the ramp can be posed open/closed. The engines are a highlight, with full-length air intake/exhaust tubing and a choice between standard and feathered propellers. By comparison, the Tornado has just two runners plus a clear frame, and panel-line engraving is appropriate for the scale. A cockpit tub with integral side consoles and control sticks for the crew is supplied, plus separate instrument panels. An internal peg-and-hole arrangement allows the wings to swing. Plenty of stores are included – but few are relevant for this airframe – and these are joined by an excellent undercarriage. The colour schemes are splendid, but while the special markings are rendered beautifully (as are all the other decals), matt carrier film is present and could potentially be problematic by causing silvering. About the only disappointing factor is that no display stand is supplied.

6

CH-37A Mojave 'US Army'

By: Special Hobby **Scale:** 1/72
Item no: SH72075 **Price:** €42.60
Web: www.specialhobby.eu

Having recently re-released its 1/72 US Marines CH-37C Mojave helicopter, Special Hobby has now also reissued the CH-37B 'US Army' boxing. The Mojave is one of the more unusual 'choppers' to serve with US forces, and Special Hobby's replica echoes its CH-37C – also reissued of late – in that it comes with an extensive array of resin and photo-etched (PE) brass parts to enliven the styrene. The runners are unchanged from the US Marine Corps version, with parts presented on five frames, including one for the glazing. In terms of detail, the resin components are the standout element, and they add considerably to the cockpit, providing almost all the refinement – PE seatbelts and instrument panels (plus dials printed on acetate sheet) – supplying the remainder. By comparison, the cargo deck is empty, despite the front windows and option for an open cargo door. Turning to the exterior, the type's characteristic engine pods are captured accurately, as is its stalky undercarriage, and there's a choice of fitting external fuel tanks to the fuselage sides via stub pylons. Decals for two different US Army CH-37B airframes are provided, each wearing overall Olive Drab. One of these has optional markings to portray the machine at different times. The choices are:

- 54-998 *Wayne's Work Horse*, Blue Spring Flight, Da Nang, South Vietnam, 1964
- 54-998 *Wayne's Work Horse*, Blue Spring Flight, Da Nang, South Vietnam, 1965
- 58-005 *Tired Dude*, Illesheim, West Germany, 1959 (now at Pima Air and Space Museum, Tucson, Arizona, USA

JAGUAR T Mk.2 `DERA´
LIMITED EDITION
XX830

7

8

KOVOZÁVODY PROSTĚJOV
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1/72
Supermarine Spitfire Mk.IIA "Aces"

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'Yellow Wings over America'
SH 72446

9

7

Jaguar T.Mk.2 'DERA'

By: Hasegawa **Scale:** 1/72
Item no: 02459 **Price:** £39.99
Web: www.amerang.co.uk

Hasegawa's venerable 1/72 Jaguar T.2 has returned in limited-edition guise with 'raspberry-ripple' test schemes, replicating airframes from the Defence Evaluation and Research Agency (namely the Empire Test Pilots' School, and Royal Aircraft Establishment). While it remains the best of the bunch in 1/72, it's still a product of its time and has inaccuracies. First, it betrays its French Jaguar E heritage by offering just the nose-mounted refuelling probe, with no actual nose pitot present. There's also a lack of underbelly gun fairings, and the wing pylons are the wrong shape (as is the centreline pylon). Airbrakes are poor in that there are no open slots – just bumps to portray these features – and the ejection seats are similarly basic. The undercarriage is reasonable, though, as are the wheels. Cockpit-wise, the basic double-tub has blank side consoles and the instrument panels, decals being provided for detail. Pleasingly, you get separate cockpit glazing, so the canopies can be posed open if desired. Although stores are provided, just the underwing fuel tanks are needed (these are decorated with 'EMPIRE TEST PILOTS' SCHOOL' legends for the ETPS airframes). Serials for the Boscombe Down-based ETPS jets are XX830 and XX145, while the Farnborough RAE machines are XX830 and ZB615. Hasegawa provides the Signal Red portions of the airframe in decal form, but the colour looks too light – more akin to scarlet – than the richer, official shade. All other markings are excellent, though, with good colour density.

8

Supermarine Spitfire Mk.IIa 'Aces'

By: Kovozávody Prostějov **Scale:** 1/72
Item no: KPM0306 **Price:** €16.95
Web: www.kovozavody.cz

Czech manufacturer Kovozávody Prostějov knows how to get the most from a mould, with its Spitfire Mk.IIa sharing parts with the firm's Mk.Ia/Mk.Ib/Mk.Va/Vb kits, although many are marked as unused for this boxing. There are three styrene runners, plus a separate one-piece canopy/windshield, and the detail is generally good, with a marked improvement in terms of the surface detail on the frame containing pieces for the Mk.I/Mk.II wings (which also includes an underwing 'slipper' fuel tank plus an early Mk.I two-blade propeller). The cockpit comprises ten parts, including oxygen tanks, a bulkhead-mounted seat frame and a well-moulded control column. The instrument panel features raised dials, which can be either painted or used as a base for a decal. Inserts are provided for the undercarriage bays and the asymmetrical radiator under the wings is replicated correctly – the Mk.II's Rotol 'bump' on the right-hand side of the nose is a separate item. Two decal sheets are supplied, the first with national markings plus serials, code letters and the instrument panel, while the second provides airframe stencilling and walkway lines. The mounts of three aces – including an Eagle Squadron pilot – are provided, although the last is offered in two liveries to depict pre-/post-August 1941 camouflage changes:

- P7666/EB-Z, Sqn Ldr Don Finlay, 41 Sqn, RAF Hornchurch, November 1940
- P7966/D-B, Tangmere Wing, Wg Cdr Douglas Bader, March 1941
- P7308/XR-D, 71 Sqn, Plt Off William Dunn, RAF North Weald, August 1941

9

B-12A Bomber 'Yellow Wings over America'

By: Special Hobby **Scale:** 1/72
Item no: SH72446 **Price:** €34.61
Web: www.specialhobby.eu

Special Hobby's 1/72 Martin B-10 bomber family now includes the later B-12A variant, which was powered by Pratt & Whitney Hornet radial engines rather than Wright Cyclones. Other visible differences include new engine manifold arrays and ceilings for the undercarriage nacelles. The kit offers five grey styrene runners and a set of transparent parts, while extra refinement comes from a small photo-etched (PE) brass fret carrying seatbelts and a handful of external airframe details. If you're new to this kit, expect the typical limited-run format where there's a lack of locating pins on the wing and fuselage halves. The cockpit features a double bulkhead arrangement with seat, wheel-handled control column and a well-detailed 'ribbed' floor. Moulded raised dials adorn the instrument panels, but decals are also provided. Replication of the type's corrugated upper and lower fuselage is pleasing, while raised lines feature on the flying control surfaces, plus the vertical and horizontal stabilisers. Smaller components are sharply rendered, the only hints of flash being evident on one of the propellers, while the main undercarriage legs are workmanlike and sturdy. Special Hobby's rendering of the Hornet radial engines is good, with valve push-rod tubes being moulded integrally. The decals are well printed, although the yellow could arguably have been slightly brighter. The schemes are:

- 111, 9th BS, 7th BG, California, USA, 1935
- 132, 31st BS, 7th BG, California, USA, 1934
- 143, 11th BS, 7th BG, California, USA, 1937
- 76, Air Corps Tactical School, Maxwell Field, Alabama, USA, 1937

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Panzerwaffe Steel Cats
ICM
1:35
DS3524

①

U.S. SOLDIERS
WITH WLA MOTORCYCLES
SCALE
1:35
35422
MiniArt

②

D-DAY
1:35
ITALERI
5
81 PASS

③

①

Panzerwaffe Steel Cats

By: ICM **Scale:** 1/35
Item no: DS3524 **Price:** £59.80
Web: www.hannants.co.uk

Here's another great-value pack from ICM, offering essentially two German tanks for slightly more than the price of a single kit. It contains one example each of a Pz.Kpfw. V Panther Ausf. D (35361) and a Pz.Kpfw. IV King Tiger Ausf. B (35363); the former is a standard Ausf. D, while the latter features a late-production Henschel turret. There are seven styrene runners for the Panther (four are dedicated to the individual-link tracks), plus separate upper and lower hull halves. Moulding quality is generally good, although heavy seams were noted on several of the smaller items. It's a basic offering, so there's no interior detail, but the exterior is excellent, notably the weld beads and road wheels. It's a similar tale with the King Tiger, which has six styrene runners – with four for the running gear and suspension – plus four lengths of vinyl tracks (two per side). Unsurprisingly, the interleaved running gear gets the most attention, but the (exterior) detail is pleasing throughout. Markings are unchanged from initial boxings, with two schemes for the Panther (although the decal sheet has items for a third) and four for the King Tiger:

- Panther, Black 521, 52 Abt., 39 Pz. Regt, Kursk Bulge, July 1943
- Panther, Black 212, Pz. Div. Grossdeutschland, August 1943
- King Tiger, Black 300, s.Pz.Abt. Feldherrnhalle, Hungary, March 1945
- King Tiger, s.Pz.Abt. 503, Danzig, March 1945
- King Tiger, Blue 332, s.Pz.Abt. 501, Ardennes, December 1944
- King Tiger, Red 008, Stab./s.Pz.Abt. 501, Ardennes, December 1944

②

US Soldiers with WLA Motorcycles

By: MiniArt **Scale:** 1/35
Item no: 35422 **Price:** £37.99
Web: www.creativemodels.co.uk

This neat dual combo provides parts for two Harley-Davidson WLA motorcycles and their riders. One is clad in what appears to be cold weather gear (and that bike has a windscreen), while the second wears a short bomber-style leather jacket and standard issue US Army trousers. Each WLA motorcycle comprises a single styrene runner, plus a photo-etched brass fret that includes the wheel spokes and these will require shaping using the two-piece jigs included. A further jig allows the PE brackets for either dispatch boxes or rifle holders to be shaped correctly. Despite the WLA's small size in this scale, there's a relatively high parts count, with much of this expended on the engine and main chassis/frame. Tyres are three-piece ensembles, which allows the tread to be captured accurately. The same number of parts make up each cylinder block, with fine renderings of the cooling vanes. Each rider receives it's own runner; the one wearing cold-weather gear is seated as if in motion, while the other appears to be push-starting his bike. Four marking schemes are supplied, two fitted with a windscreen and two without, but other than that difference no further information is provided. All are painted overall Olive Green. Note, there are separate colour charts for the figures and motorcycles, with matches to Vallejo, Mr. Color, AK Real Color, Mission Models, AMMO-MIG and Tamiya shades.

Read more in-depth reviews at:
www.keymodelworld.com/scale-modelling/on-the-shelf

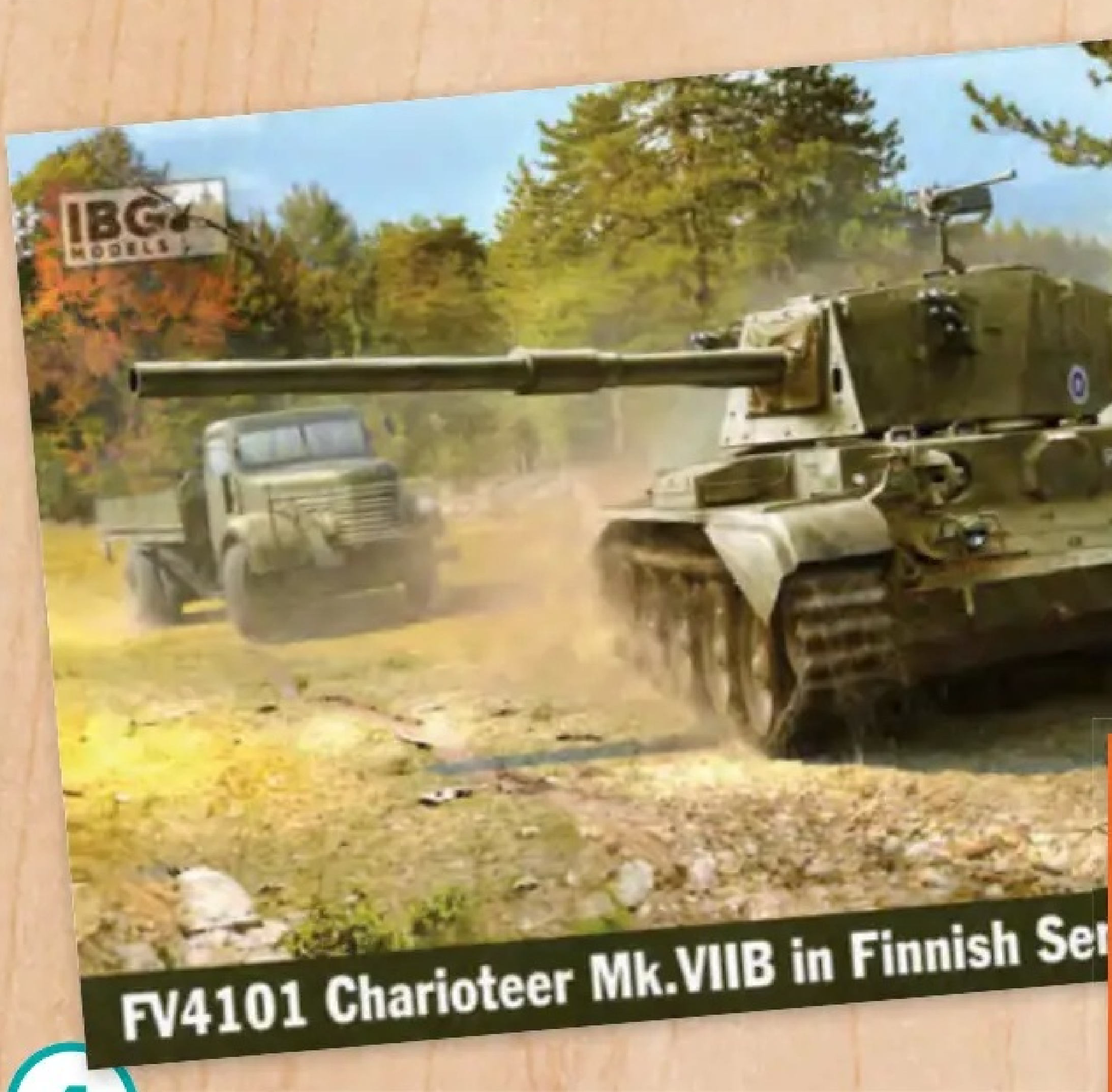
③

Chevrolet 15 CWT 'D-Day'

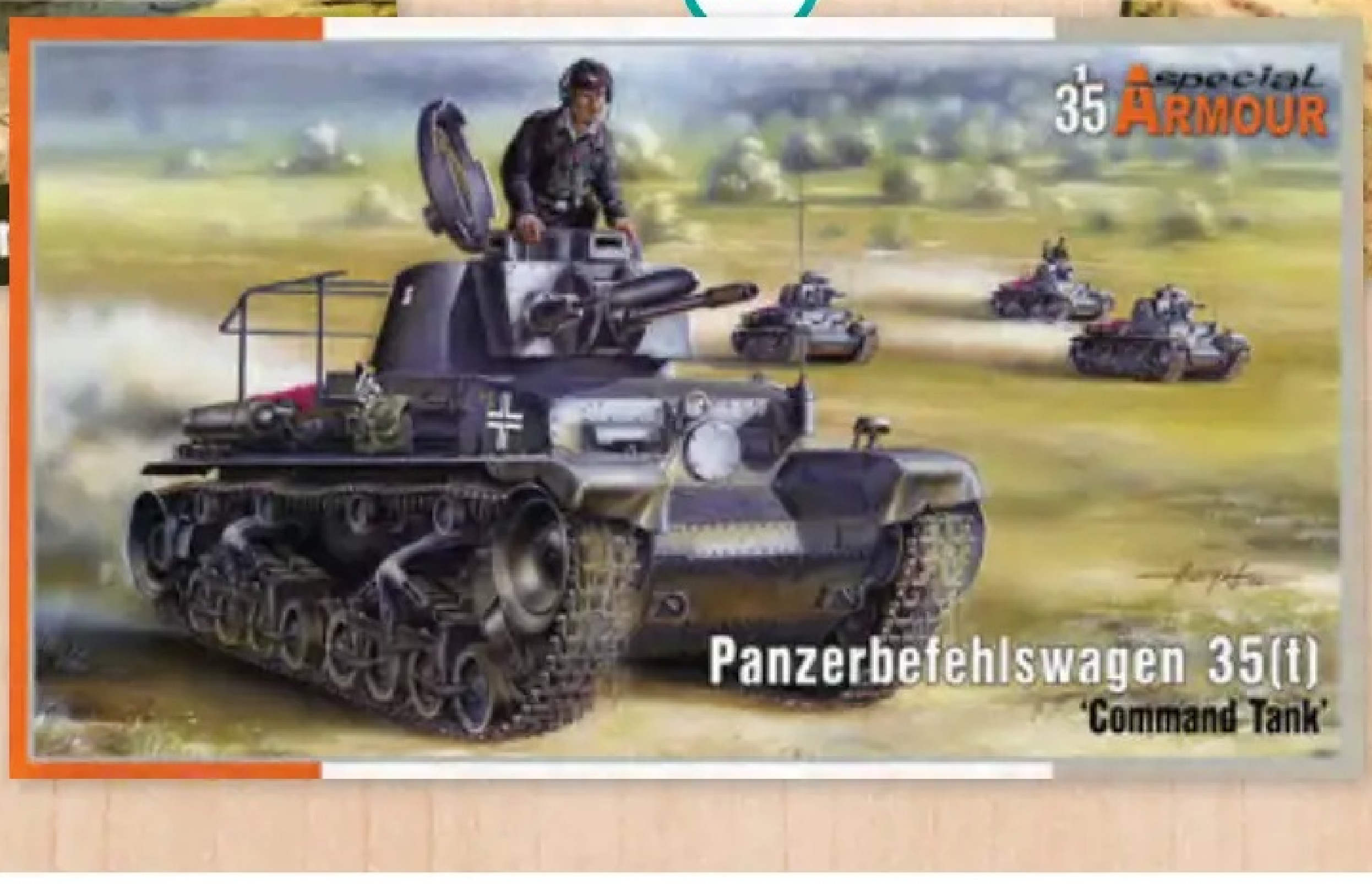
By: Italeri **Scale:** 1/35
Item no: 233 **Price:** £29.99
Web: www.hobbyco.net

Sometimes a kit's lineage can come as a surprise, such as that of Italeri's 1/35 Chevrolet 15 cwt (hundredweight), which can trace its origin back 50 years to a tooling by Japan's MAX Plastic. A quick check reveals the base components remain unchanged and there are five styrene runners in total, including a clear frame for the windscreen and door windows. At first glance you'd be hard pushed to identify them as being that old, but tell-tale hints are the raised wood grain and basic representation of the tyre tread. Parts breakdown is as you'd expect, although the ladder-type chassis has an integrally moulded sump and cabin floorpan. The suspension and axles feature pleasing detail, and while the edges might not be as crisp as modern offerings, there's still plenty to savour. Four-piece seats grace the driver's cab, along with gear and differential levers, but there don't appear to be any foot pedals. The cargo bed can be outfitted with seats and a tilt frame (comprising three hoops), plus there's an option for a canvas tilt with partially open tarpaulin 'door' – separate tie-down points are a neat inclusion for the side and rear panels. A new Cartograf-printed decal sheet supplies markings for British, Canadian and Australian vehicles, but just one is D-Day associated:

- CZ 232510, 1st Inf Div HQ, Canadian Army, Normandy, July 1944
- Z4920409, Field Arty Regt, 21st Tk Bde, British Army, Italy, summer 1944
- 1130, Anti-Tank Coy, 9th Inf Div, Australian Army, British XXX Corps, 8th Army, El Alamein, November 1942


IBG MODELS
FV4101 Charioteer Mk.VIIB in Finnish Ser

4



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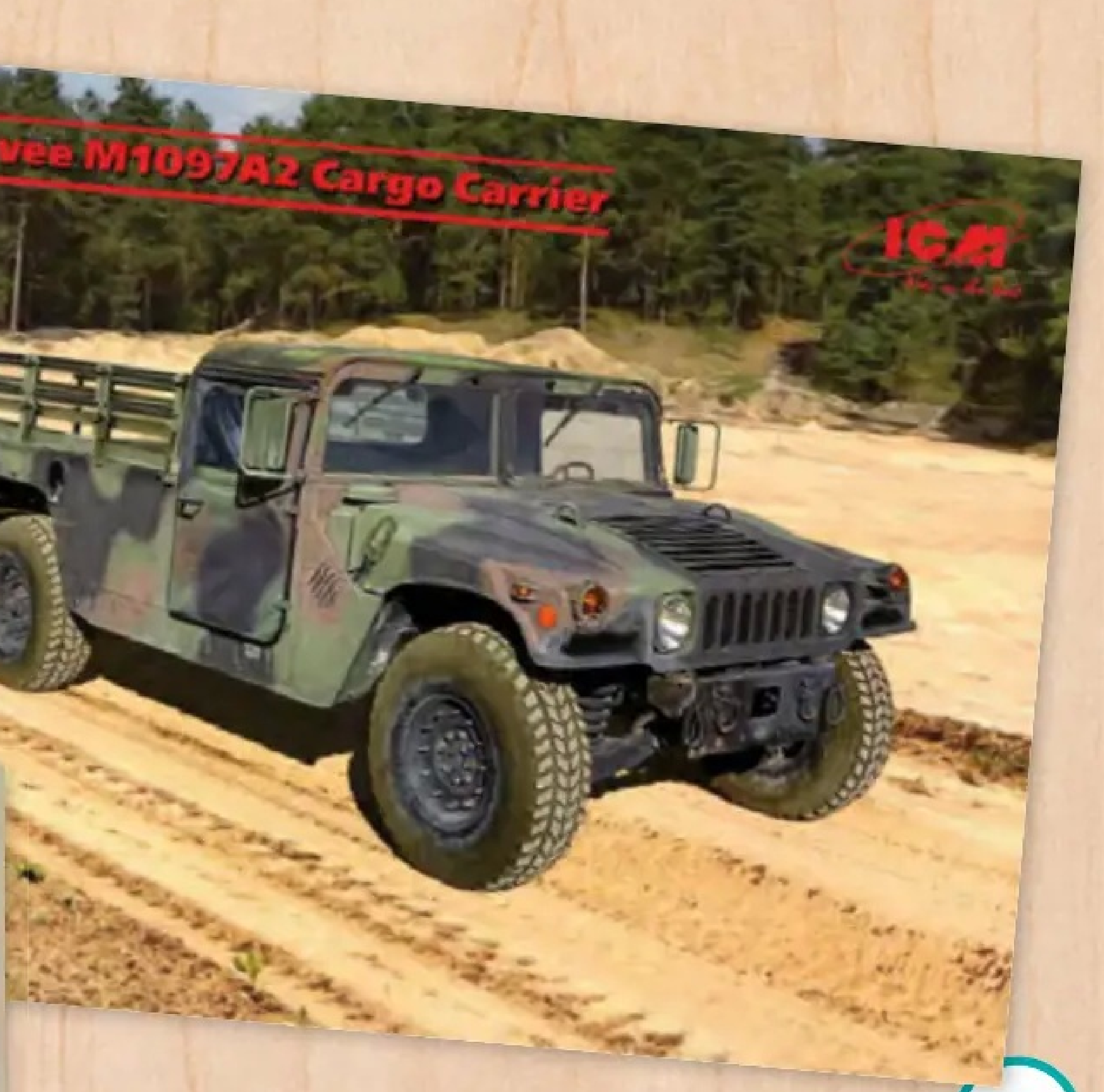

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4

FV4101 Charioteer Mk.VIIB in Finnish Service

By: IBG Models **Scale:** 1/72
Item no: 72113 **Price:** €18
Web: www.ibgmodels.com

IBG has taken a logical – and highly welcome – step from its earlier Cromwell tank kits by adding a new turret and main armament to create the Charioteer, with this first boxing focusing on vehicles operated by the Finnish Army during the 1970s. There are nine styrene runners, plus separate one-piece inner running gear (the outer roadwheels, idler and drive sprockets are individual items) and track components, plus a photo-etched (PE) brass fret. This last item elevates the already high level of detail, providing light guards, track guard reinforcement brackets, smoke grenade mounts and an engine grille. It's a splendid mix of an easy-to-assemble main hull and turret – so would serve as an ideal starter set for a novice modeller – with the PE elements offering an extra challenge for those with more builds under their belt. Hull stowage boxes are provided, along with turret hatches that can be posed open if desired, although figures will need to be sourced from elsewhere. Arguably the finishing touch is the superb three-part .50 cal heavy machine gun, which is on a pintle mount in front of the commander's hatch. A well-printed decal sheet supplies all necessary markings (Finnish tanks appear to have had little in the way of stencilling or formation marks), including two unit insignias and post-war national roundels. The three options, all wearing overall Finnish Olive Green or NATO IR Green, are:

- Ps 251-37, Finland, 1979
- Ps 251-25, Finland, late 1970s
- Ps 251-12, Finland, early 1970s

5

Panzerbefehlswagen 35(t) 'Command tank'

By: Special Armour **Scale:** 1/35
Item no: SA35008 **Price:** €20.19
Web: www.specialhobby.eu

CMK's delightful Skoda LT vz.35 makes a welcome return in Special Armour boxing, with this latest offering portraying a radio-equipped command tank, known in German service as a Panzerbefehlswagen. Parts are unchanged, comprising five styrene runners (two providing the link-and-length tracks plus running gear and leaf-spring suspension units), a small photo-etched brass fret and a resin casting block with five jerrycans and a Notek lamp. The running gear is a highlight, capturing the complex twin double-bogie arrangement faithfully; note, though, that Special Armour recommends the idler and drive wheels are not glued until after the link-and-length tracks have been installed. The turret is equally impressive, with optional open/closed commander's hatch and a splendid pepper-pot muzzle brake for the type's 3.7cm main gun. Pioneer tools are separate and there are spare track links, plus a tow cable, although this will need shaping to fit. There are four markings options, all clad in overall German/Panzer Grey – each has two further choices – either as it appeared in France during 1940 or Russia in 1941. The second vehicle was the personal tank of the Panzer Abteilung (Pz. Abt.) 65 commander.

- Yellow A03, 3 Zug, Oblt Marquart, Pz. Abt. 65, 6. Pz. Div., France, summer 1941
- Yellow A03, 3 Zug, Oblt Marquart, Pz. Abt. 65, 6. Pz. Div., Russia, June 1941
- Yellow A01, 1 Zug, Oblt Schenk, Pz. Abt. 65, 6. Pz. Div., France, summer 1941
- Yellow A01, 1 Zug, Oblt Schenk, Pz. Abt. 65, 6. Pz. Div., Russia, June 1941

6

Humvee M1097A2 Cargo Carrier

By: ICM **Scale:** 1/35
Item no: 35436 **Price:** £37.80
Web: www.hannants.co.uk

ICM's splendid 1/35 Humvee has been reissued as a cargo-carrying M1097A2 version, adding two new runners (one grey, one clear) to the original kit's six frames and four solid vinyl tyres. The new parts provide for a hard-top cab and raised cargo bed sides. All components are moulded to the firm's usual high standards, with no sign of surface blemishes or flash, and the attachment points aren't oversized, making removal from the runners straightforward. The chassis looks spot-on compared to references, and there's representation of the type's V8 engine and transmission, plus an optional open bonnet to display the powerplant. The suspension is just as refined, with two-piece springs that will require careful alignment, while the wheels comprise separate inner and outer hubs, which should make painting easier. The main cab is well appointed, with a full complement of foot pedals and equipment fittings. Unusually, the wing-mirror brackets are moulded integrally with the windscreen frame, so there won't be any issue with alignment. The rear cargo bed receives new sidewalls and a tailgate, plus slat-type seats over the wheel arches. Considering the minimal amount of external markings on US Army vehicles, the decal sheet is surprisingly busy, with placards, warnings and a full set of dashboard dials – there are even two showing the automatic gear settings! There are two schemes, both for US Army vehicles during the early 2000s; one has NATO three-tone camouflage, while the other is overall Desert Sand. This is a cracking kit and ideal for modellers of all skill levels.

3t CARGO TRUCK 3,6-36S
PRITSCHE-NORMAL-TYPE
RICHARD WÄHLISCH
38079
MiniArt
SCALE 1:35

①

Dax
TAMIYA
1/12 SCALE
Honda ダックス125
タミヤリミテッドエディション
1/12 SCALE MOTORCYCLE SERIES NO.142 Honda Dax125 TAMIYA LIMITED EDITION

②

Honda Civic EF3 Gr.A
'89 MACAU GUIA RACE
20 RAZO

③

①

3t Cargo Truck 3.6-36S Pritsche-Normal-Type

By: MiniArt **Scale:** 1/35
Item no: 38079 **Price:** £52.99
Web: www.creativemodels.co.uk

This is the fifth outing for MiniArt's superlative Opel Blitz 3t truck, and echoes the initial boxing in that it's a 'normal-type' vehicle, but this time in civilian guise. Consequently, there's a lower parts count, with just 19 styrene runners and a photo-etched (PE) brass fret. The ladder-type chassis is a multi-part construct, while the tyres are five-piece ensembles, which allows the complex tread to be replicated faithfully. Separate hubs also mean easier painting. A fully detailed powerplant and transmission is included, and there's an option to have the bonnet panels raised. Other choices include open/closed cab doors, load bed side and rear panels with/without PE grab handles, which can be fitted in the raised/lowered positions. Several stages have separate elements for the more experienced modeller, such as the greater use of PE elements. The decal sheet is printed beautifully, with bright tones, while register and opacity are excellent. Of note, the carrier film has a matt finish, so there may be a risk of silvering if they are not applied to a gloss surface. The six markings options are:

- GN aumann, Coal Trade Truck, Provinz Schlesien, late 1930s
- Regierungs Bezirk Zwickau, late 1930s
- The General Inspector of German Road System, Germany, early 1940s
- Richard Wählisch, Construction Service, Berlin, 1940s
- Autooele Shell, Technical Assistance Truck, Berlin, 1940s
- Tempo Work, Technical Assistance Truck, Hamburg, 1940s

②

Honda 125 Dax

By: Tamiya **Scale:** 1/12
Item no: 14142 **Price:** £29.99
Web: www.hobbyco.net

Honda's ST-series 125 Dax is a retro design based on a popular minibike from the 1960s to the 1980s and Tamiya's new tooling captures its aesthetic perfectly. Parts are presented on four pre-coloured styrene runners (metallic blue, chrome-plated, aluminium and black) and these are joined by two solid vinyl tyres, a length of vinyl tubing, two metal springs and an assortment of screws (plus a small Phillips-head screwdriver). The moulding quality and engineering is just what modellers have come to expect from Tamiya, providing a balance between parts count and detail that should satisfy most builders. The engine is a delight, comprising 12 parts, and this fits snugly within the combined frame/fuel tank halves, while the rear suspension is workable. Several items are snap-fit, increasing this kit's appeal to less experienced modellers. Tyre tread is replicated faithfully, while decals are used for the speedometer and fuel/oil dials. The two schemes are for a standard Honda Dax, complete with the manufacturer's product legend on the fuel tank, or the limited-edition version sporting Tamiya's logo on the fuel tank and exhaust shroud. There's also a bonus helmet to place on either the seat or handlebars. If you've never thought of tackling a motorcycle – or even a Tamiya auto kit – before, then this is an ideal introduction. The coloured parts mean it can be assembled without the need for painting, and while there are screws, vinyl tube and a metal spring, Tamiya's superb engineering means this would be suitable for most modellers.

③

Honda Civic EF3 Gr.A '89 Macao Guia Race

By: Beemax **Scale:** 1/24
Item no: BEX24032 **Price:** £54.99
Web: www.hobbyco.net

A recent addition to Beemax's line-up of Honda Civics, this track racer comes on six styrene runners (two black, two white, plus one each chrome-plated and clear), with vinyl slick tyres plus mesh for the radiator grille. A separate bodyshell completes the package. Curiously, this has moulded detail in the engine bay and provision for an opening bonnet, yet the kit – as provided – is in kerbside format, leaving the possibility open that Beemax or another company may release an aftermarket engine. The suspension and drivetrain is a well-designed offering and this extends to the wheels, with alloy-type hubs and separate brake discs – these last items feature recessed lightening holes (modellers may wish to open or replace them with aftermarket versions). The cab interior captures the spartan appearance of the real vehicle, with the single racing seat (decals are supplied for the five-point harness) on the right-hand side, plus all the usual racing safety equipment such as the roll cage and fire extinguisher. Markings are supplied for car #20, as driven by Japan's Tomohiko Tsutsumi, who finished eighth overall but won his vehicle class. Helpfully, all the bright orange/red trim comes in decal form, which should ease painting as just the white/black demarcation requires masking, with sponsorship brands applied on top, allowing modellers to mask and spray these sections if desired.

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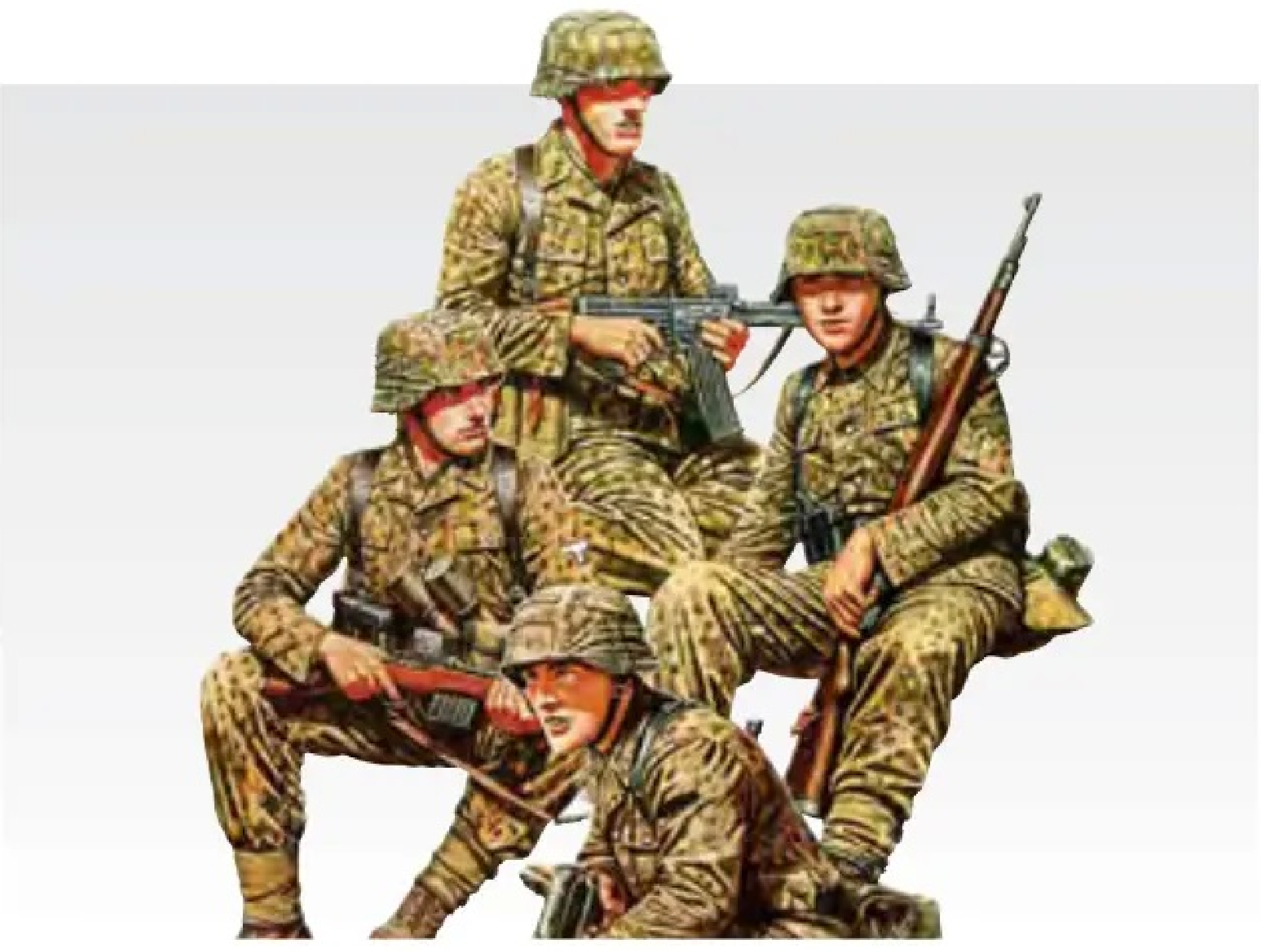
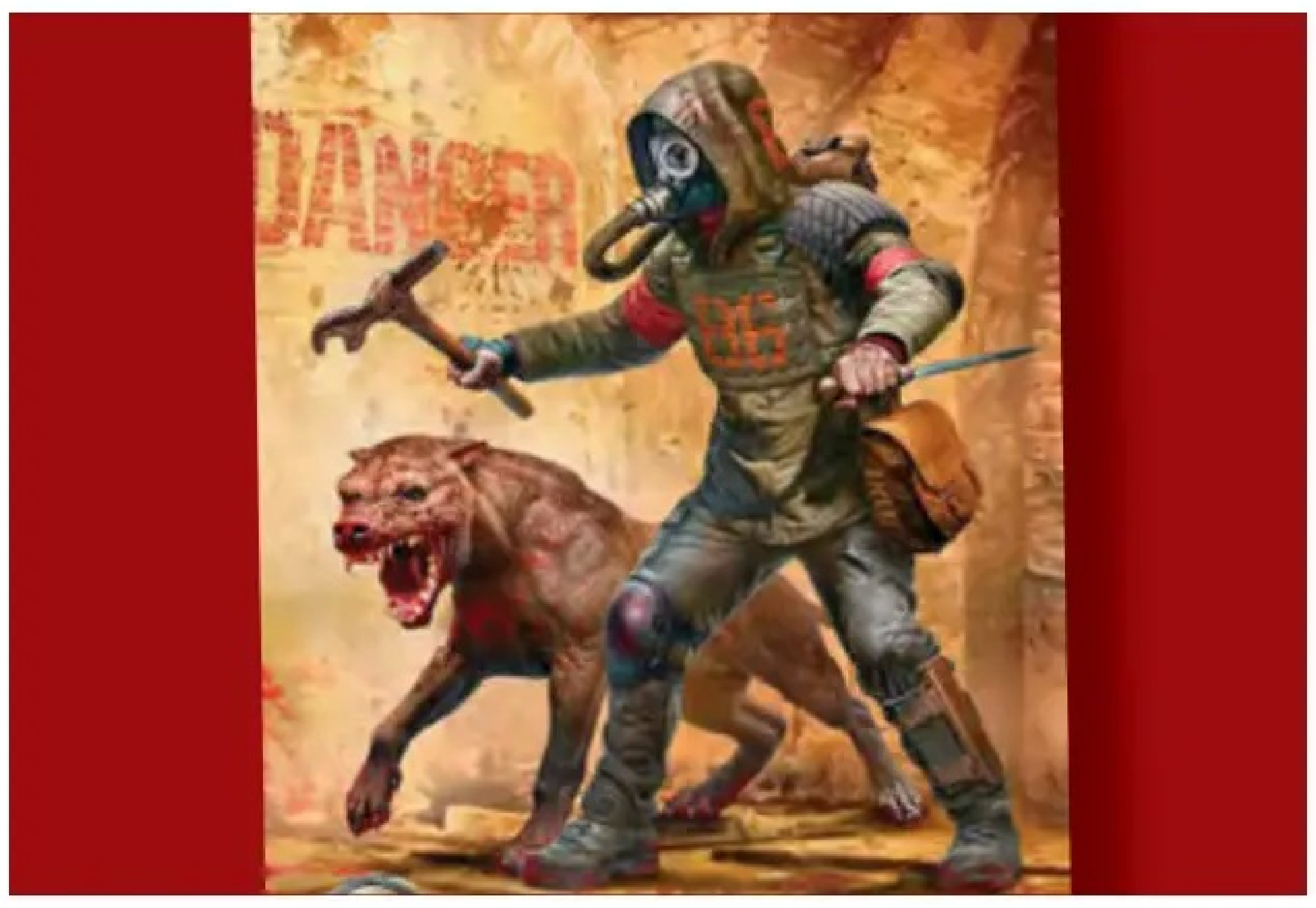


German Tank Riders Set 2

By: MiniArt **Scale:** 1/35
Item no: 53024 **Price:** £15.99
Web: www.creativemodels.co.uk

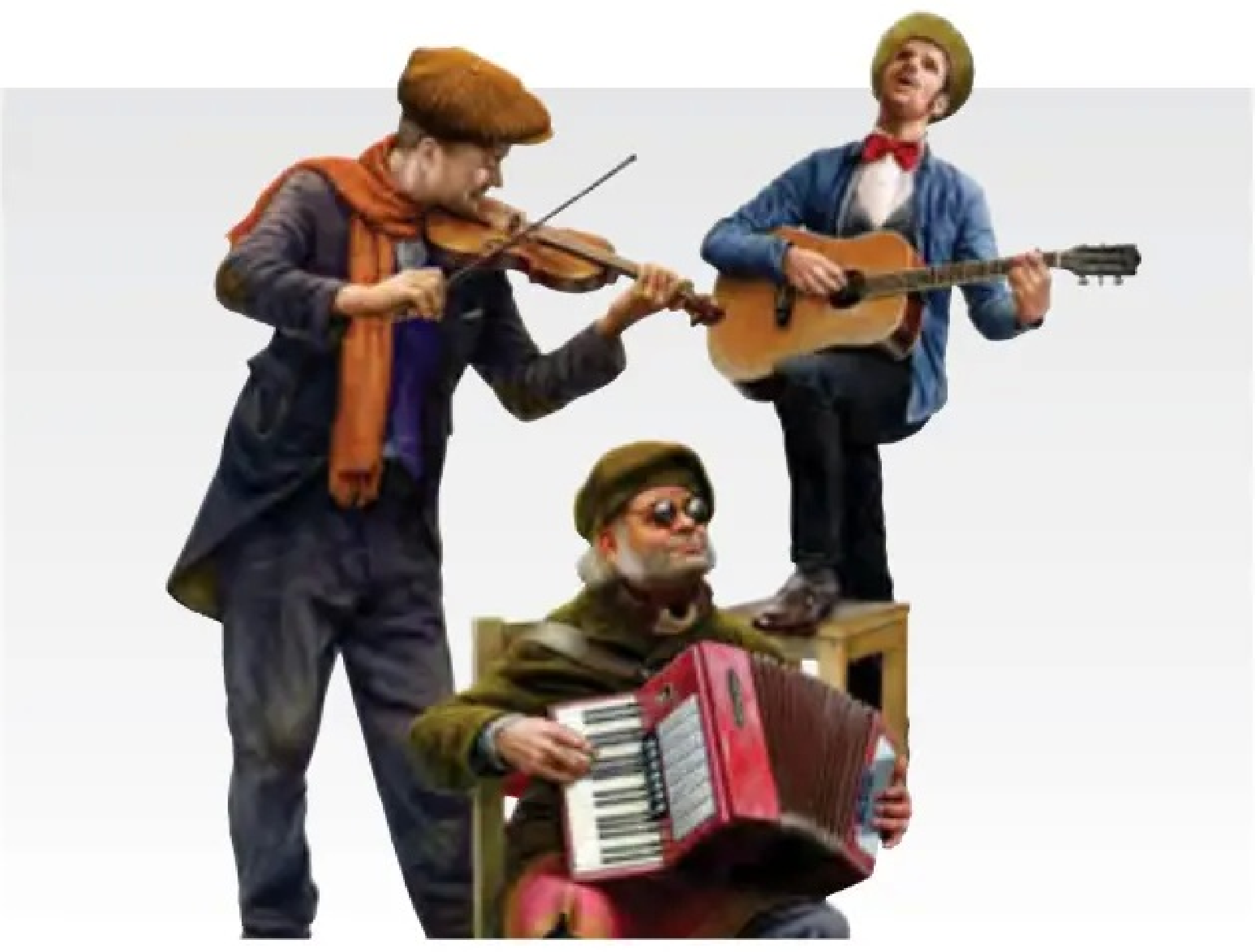
MiniArt's second tank riders set comes with alternative resin heads and, based on the uniform and 'pea-type' camouflage, appears to depict SS soldiers. Each comes on its own styrene runner and all are depicted sitting, kneeling or crouching, while carrying rifles, sub-machine guns or assault rifles. Moulding is generally good, although there is minor flash to tackle. Three runners are provided for equipment, with everything from pistols, and spare magazine pouches through to bayonets, helmets and water bottles. This is a splendid package, allowing variation in equipment and weapons carriage, while the option of more refined resin heads is commendable.



Dogs of the Apocalypse

By: Master Box **Scale:** 1/24
Item no: MB24079 **Price:** £12.50
Web: www.creativemodels.co.uk

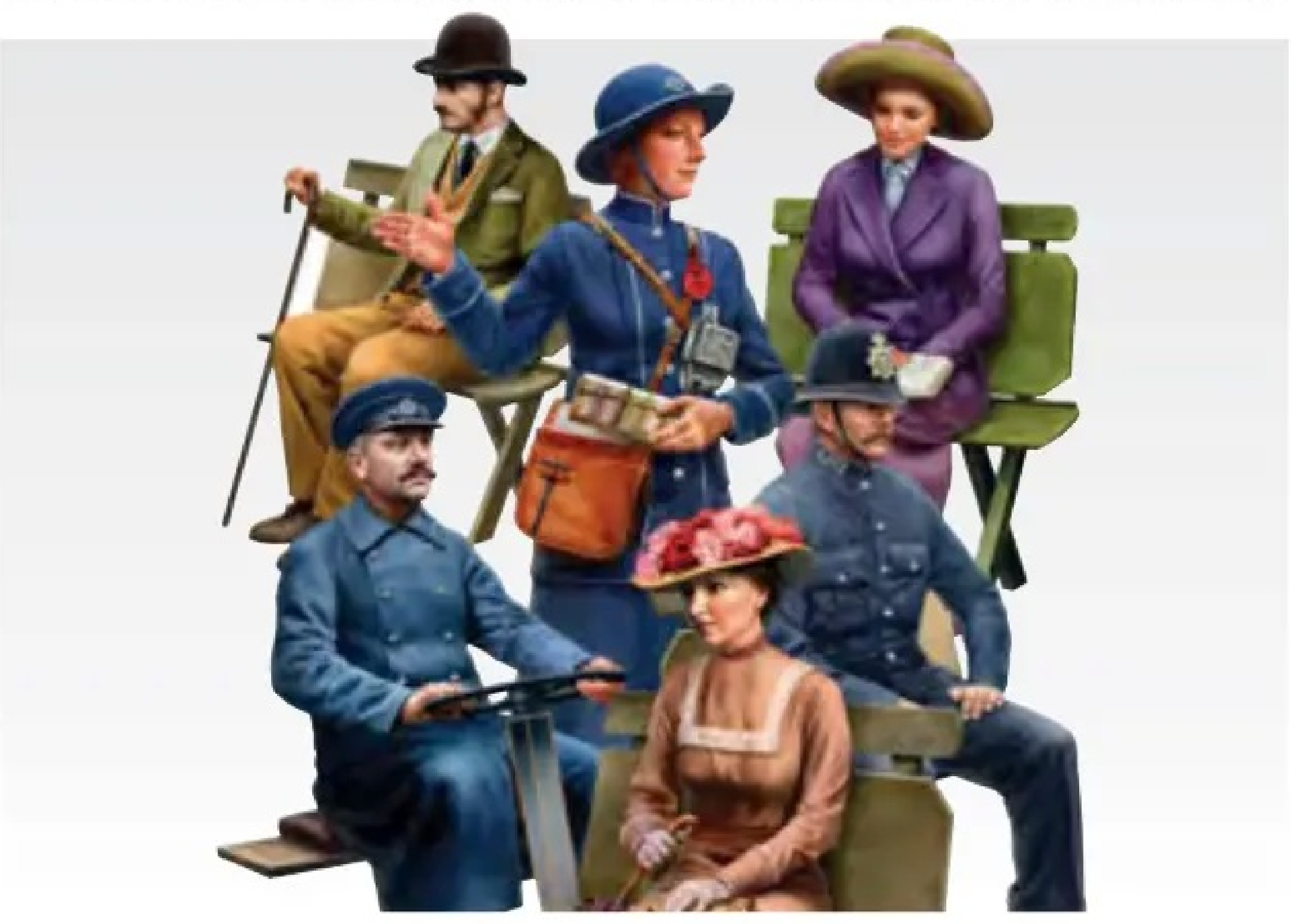
The seventh product in Master Box's *The Last Bridge* series is rather unusual, in that it depicts a respirator-clad warrior/outlaw and a mutated dog – known in the associated lore as a Hell Dog. All parts are presented on a single runner. The hound has four parts – these being a vertically split body and separate ears – while the warrior/outlaw comprises 16 finely moulded components. As portrayed on the boxtop, he's wielding a knife and improved axe/hammer, but there's also an option for a pump-action shotgun. The body armour is well rendered, and he's carrying a backpack (which has an air hose connecting it to the superbly detailed respirator) and satchel, the latter hanging on his hip.



Street Musicians 1930-40s

By: MiniArt **Scale:** 1/35
Item no: 38078 **Price:** £15.50
Web: www.creativemodels.co.uk

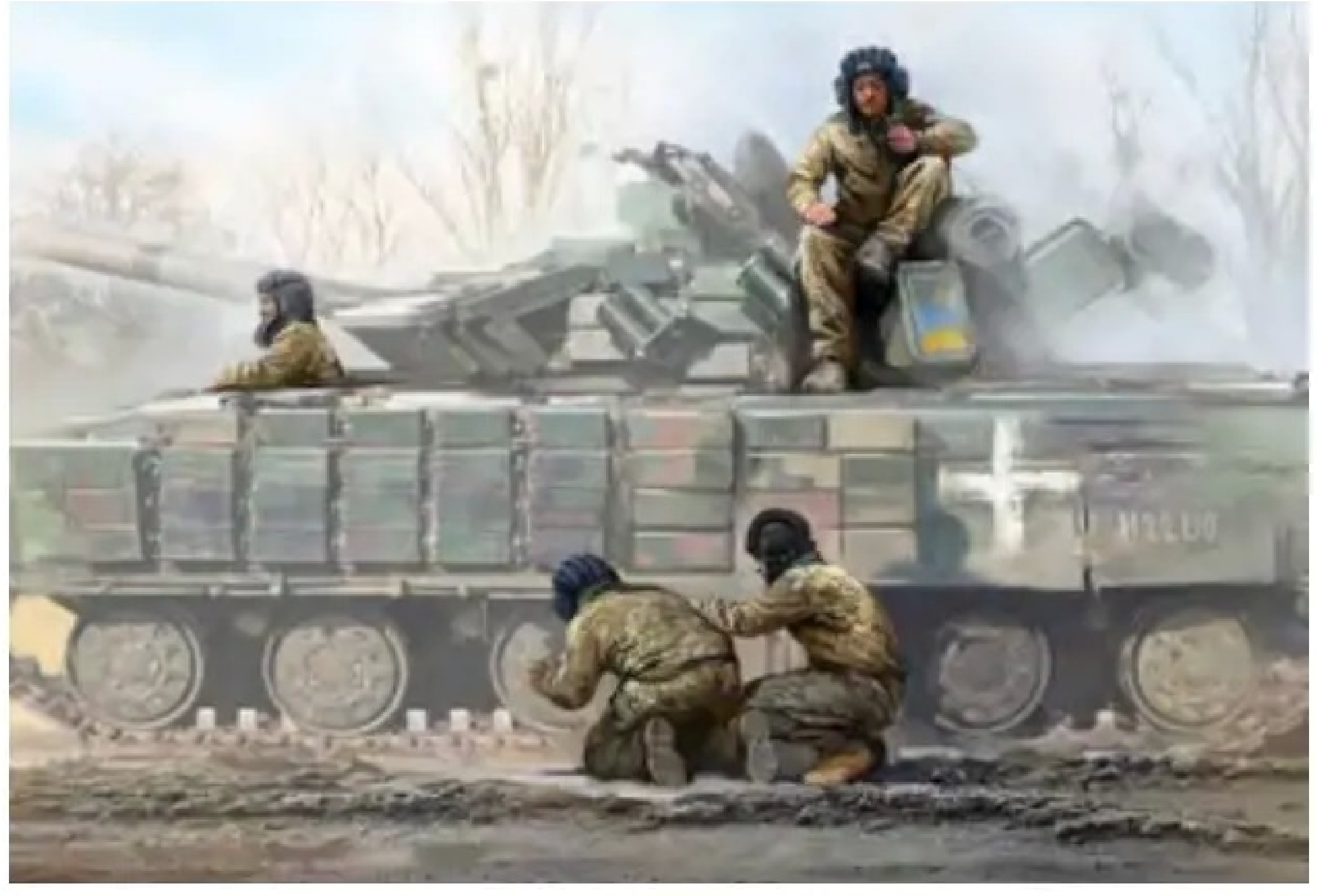
Comprising five runners in total, this great little figure set provides for three musicians, their instruments and cases, plus a stool and chair. A standing violinist wears a jacket and flat cap, with the case open for donations; the pose is convincing and there's even a bow for the violin. Next is a guitar player; he has a boater-type hat and a bow-tie, and stands with one foot resting on a stool to help support the guitar. The highlight is what appears to be a seated, blind accordion player, with the case open for people to throw money into, which also serves as a rest for his walking stick. Best of all, there are spare instruments (drum and banjo), should you wish to change what the musicians are playing.



Omnibus Crew and Passengers

By: MiniArt **Scale:** 1/35
Item no: 38092 **Price:** £15.50
Web: www.creativemodels.co.uk

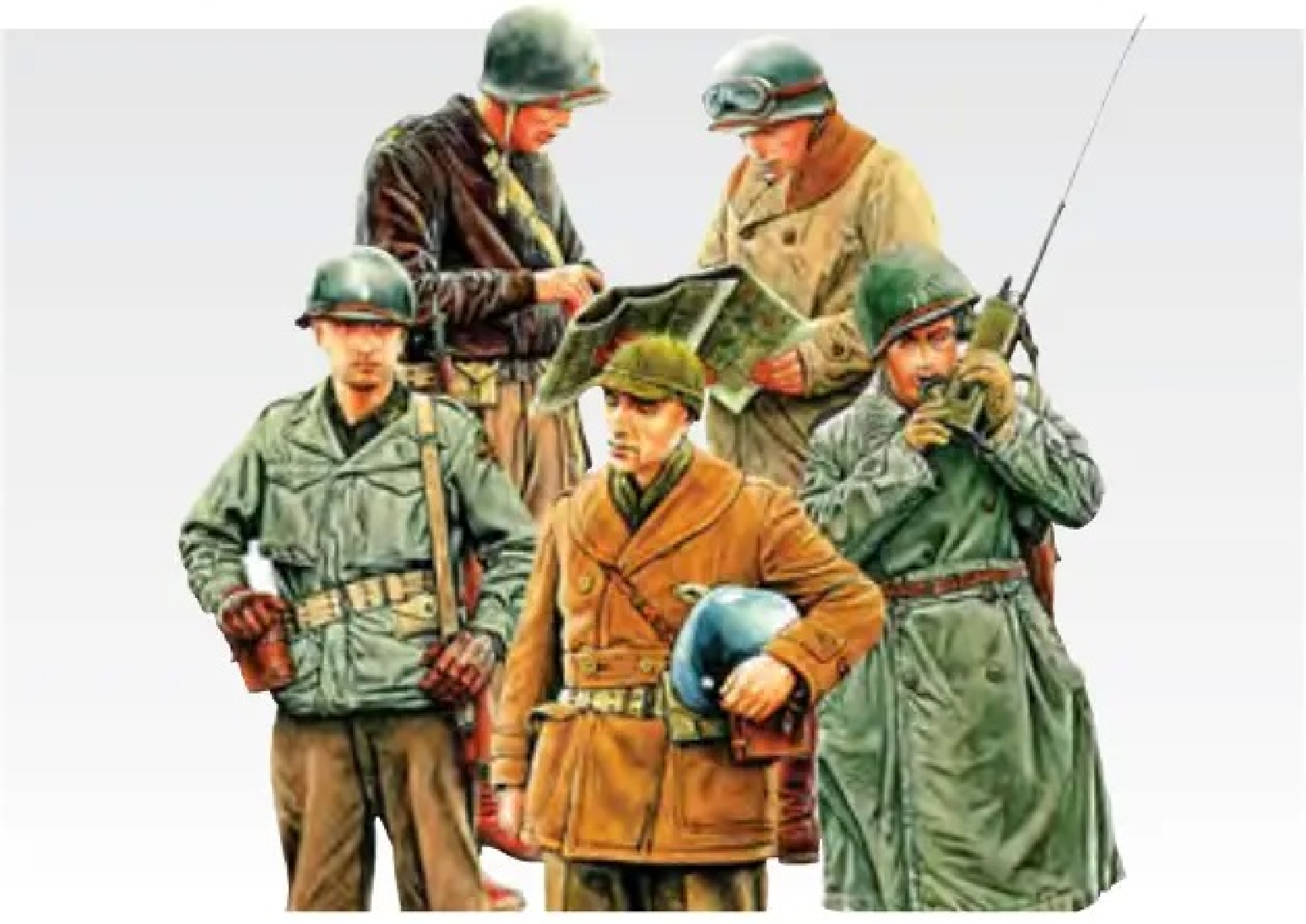
Regardless of whether you're building a B-Type, VOMAG or Opel Blitz bus – or even a tram – this set of six crew and passengers is sure to enliven the vehicle's appearance. Each figure comes on its own styrene runners, with a male driver, female conductor, seated policeman and three seated passengers (two women and a man). All wear typical 1930-40s attire, with broad hats for the ladies and a bowler for the gent. Poses appear realistic, with the conductor indicating a stop while readying a ticket machine. Parts breakdown helps to maximise detail, particularly in the cut of the clothing. Neat touches include walking sticks, umbrellas and handbags.



Tank Crew of the Armed Forces of Ukraine

By: ICM **Scale:** 1/35
Item no: 35756 **Price:** £13.80
Web: www.hannants.co.uk

This set shares a common central runner with the firm's Leopard Crew of the Ukraine (35757), with a different 'add-on' section. Here that provides parts for Soviet-style tank crew headgear, while just four soldiers are employed (an extra figure plus a dog are unused); these comprise a driver, commander and two extra personnel, of whom just one is likely to be the gunner (Soviet tanks have a three-man crew). The last two appear to be examining the tank's tracks, possibly for signs of damage. It can't be that serious though, as the commander – seated on the turret – is smoking a pipe, while the half-torso driver is leaning out of his hatch.



US Officers

By: MiniArt **Scale:** 1/35
Item no: 35477 **Price:** £13.99
Web: www.creativemodels.co.uk

This set of five officer figures is ideal for those wanting to create either a headquarters or mission briefing scene. It's an interesting mix of ranks (as depicted on the boxtop artwork) ranging from a Lieutenant, through Captain, Major, Lieutenant Colonel to what appears to be a General (his attire is highly unsuitable for someone going into actual combat!). A pair is posed discussing a map (of which prints are supplied on the parts guide), a third is speaking into a field radio and the final two are standing (one is carrying a rifle and is wearing his helmet, the other is carrying a helmet under his arm). Poses are excellent, as is the moulding, and there's plenty of spare equipment and weapons.

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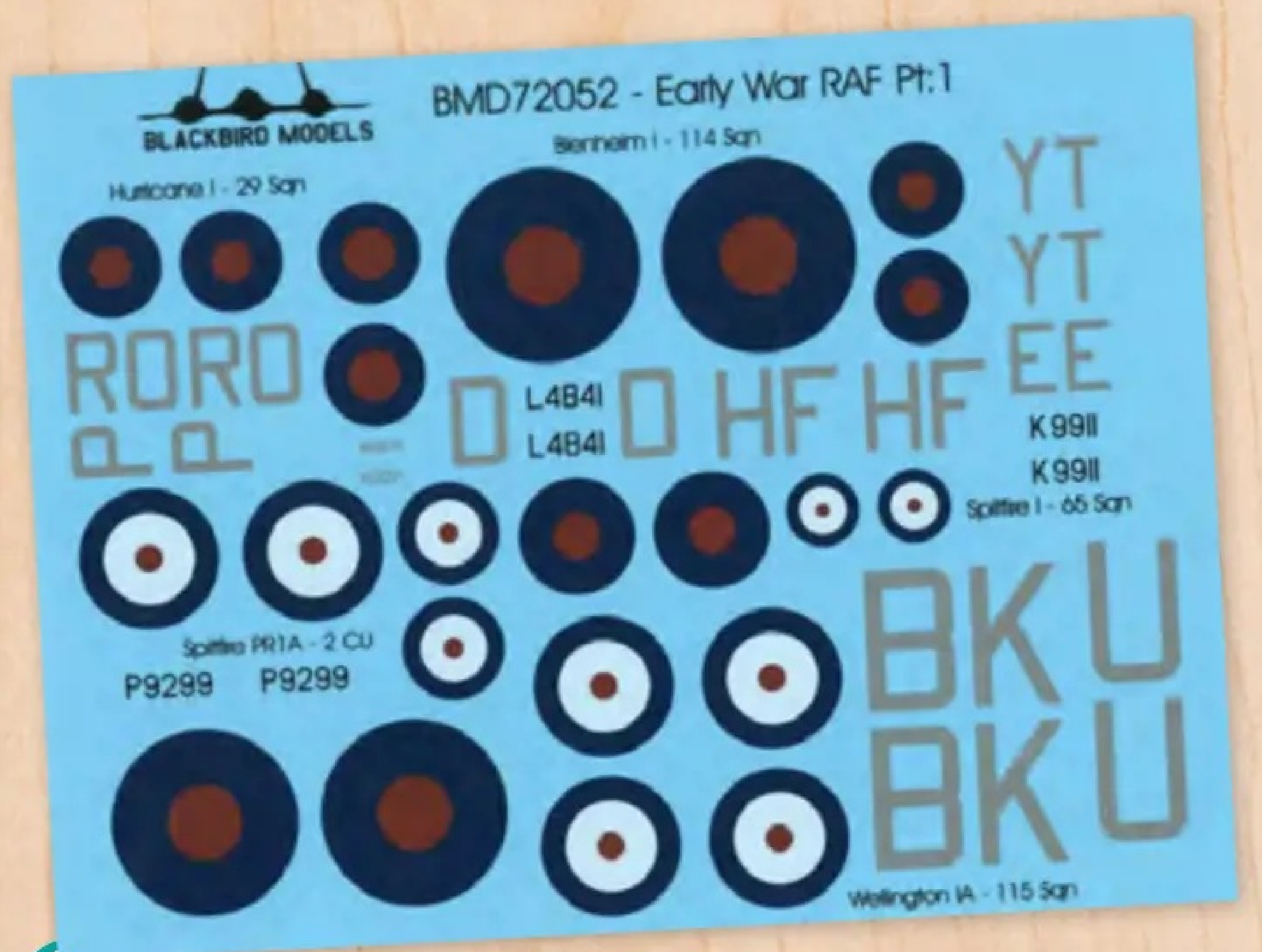

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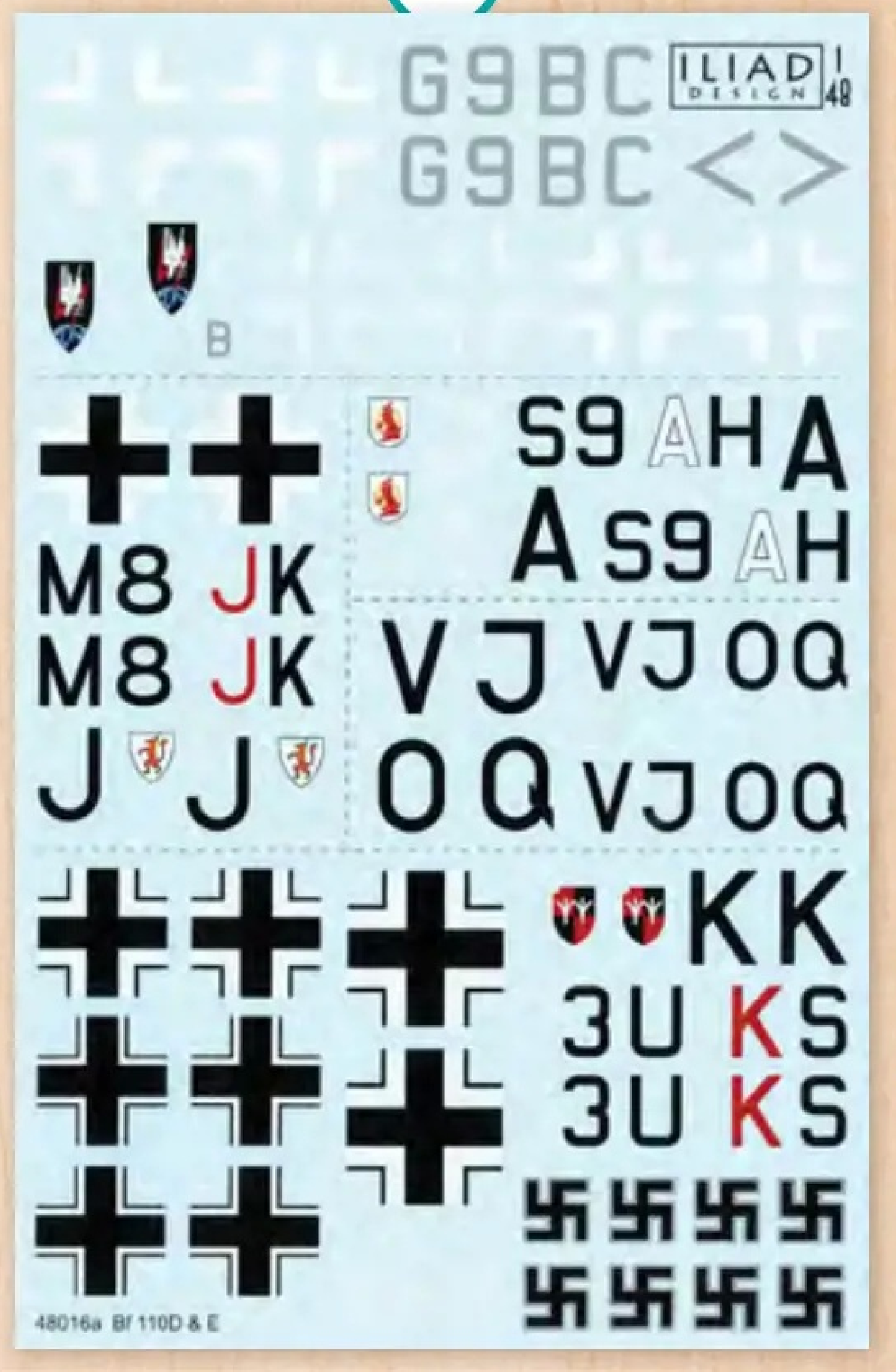

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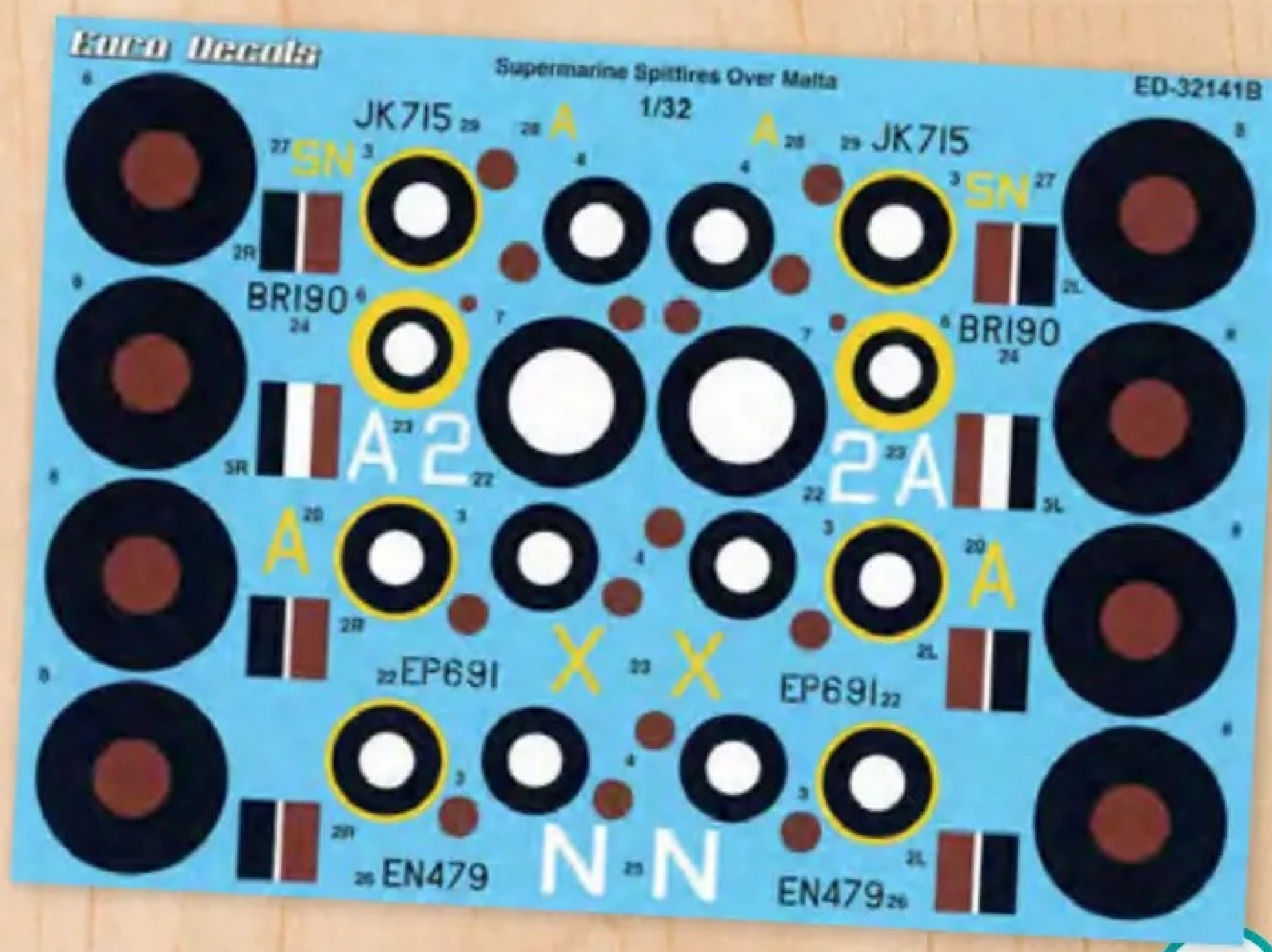


3

1

Early War RAF Pt.1

By: Blackbird Models **Scale:** 1/72
Item no: BMD72052 **Price:** £7.50
Web: www.blackbirdmodels.co.uk

Compared with the likes of D-Day (and late-war airframes in general) the early war period (prior to the Battle of Britain) seems to receive much less attention. Thankfully, Blackbird Models has stepped up to the plate with this splendid collection of fighters and bombers – the first in what promises to be a series – featuring a Hurricane, Blenheim, Wellington and a brace of Spitfires. Neat touches include the black/white undersides adorning fighters, non-standard roundels and a lack of fin flashes, all of which will add to this set's appeal. Kit recommendations are provided, along with mention of the firm's own conversion sets (where applicable) and suitable references for each subject, making this a well-researched and great value product overall. The most intriguing scheme is likely that of the Spitfire PR.Ia, with its overall pale grey/green colour – and a rare example of a France-based photo-reconnaissance airframe during 1939. All items are well printed, with strong opacity, good register and crisp tonal boundaries – note, though, you'll need to use either the donor kit's own stencils or source them separately. The five schemes are:

- Hurricane Mk.I, RO-P, 29 Sqn, RAF Debden, 1939
- Wellington B.Ia, P9299/BK-U, 115 Sqn, RAF Marham, 1939
- Blenheim Mk.I, L4841/FD-H, 114 Sqn, RAF Wyton, 1939
- Spitfire Mk.I, K9911/YT-E, 65 Sqn, RAF Hornchurch, 1940
- Spitfire PR.Ia, No2 Camouflage Unit, Lille-Seclin, France, 1939

2

Messerschmitt Bf 110D/E

By: Iliad Design
Scale: 1/48
Item no: 48016a **Price:** $14
Web: www.iliad-design.com

If you're looking for alternative schemes with which to finish your Cyber-Hobby/Dragon, Eduard, Fujimi or Italeri 1/48 Bf 110D/Es, then Iliad's superb sheet is definitely worth a look, mixing night-fighters with North Africa plus Eastern and Western Front-based machines. Two view artwork (the left-hand side and upper surfaces) is supplied, so modellers will need to check references regarding the splinter pattern on the right-hand side (the undersides are just RLM 22, 75, 76 or 78, depending on the scheme). Several styles of national insignia are supplied, along with unit codes and markings, plus two styles of swastika – unusually, these are supplied as single-piece items. All airframe stencils will need to be sourced separately. There's a pleasing mix of liveries; overall black, desert, classic 'splinter' and later mottled variations all feature. Helpful notes provide information on tail configuration (short/long), presence (or otherwise) of rearward-firing defensive guns, spinner colours and the tones used on airframe mottles. All items are printed beautifully on gloss carrier film, with excellent colours and tonal density, while demarcations are sharp – notably on the unit insignia. The five choices are:

- Bf 110E-2, G9+BC, Oblt Uellenbeck, II./NJG 1, spring 1942
- Bf 110D-3, 3U+KS, 8./ZG 26, North Africa, 1941
- Bf 110E-2, VJ+OQ, Rudolph Hess, Scotland, May 1941
- Bf 110D, M8+JK, 2./ZG 76, summer 1940
- Bf 110E-1, S9+AH, Wolfgang Schenk, I./SKG 210, Russia, September 1941

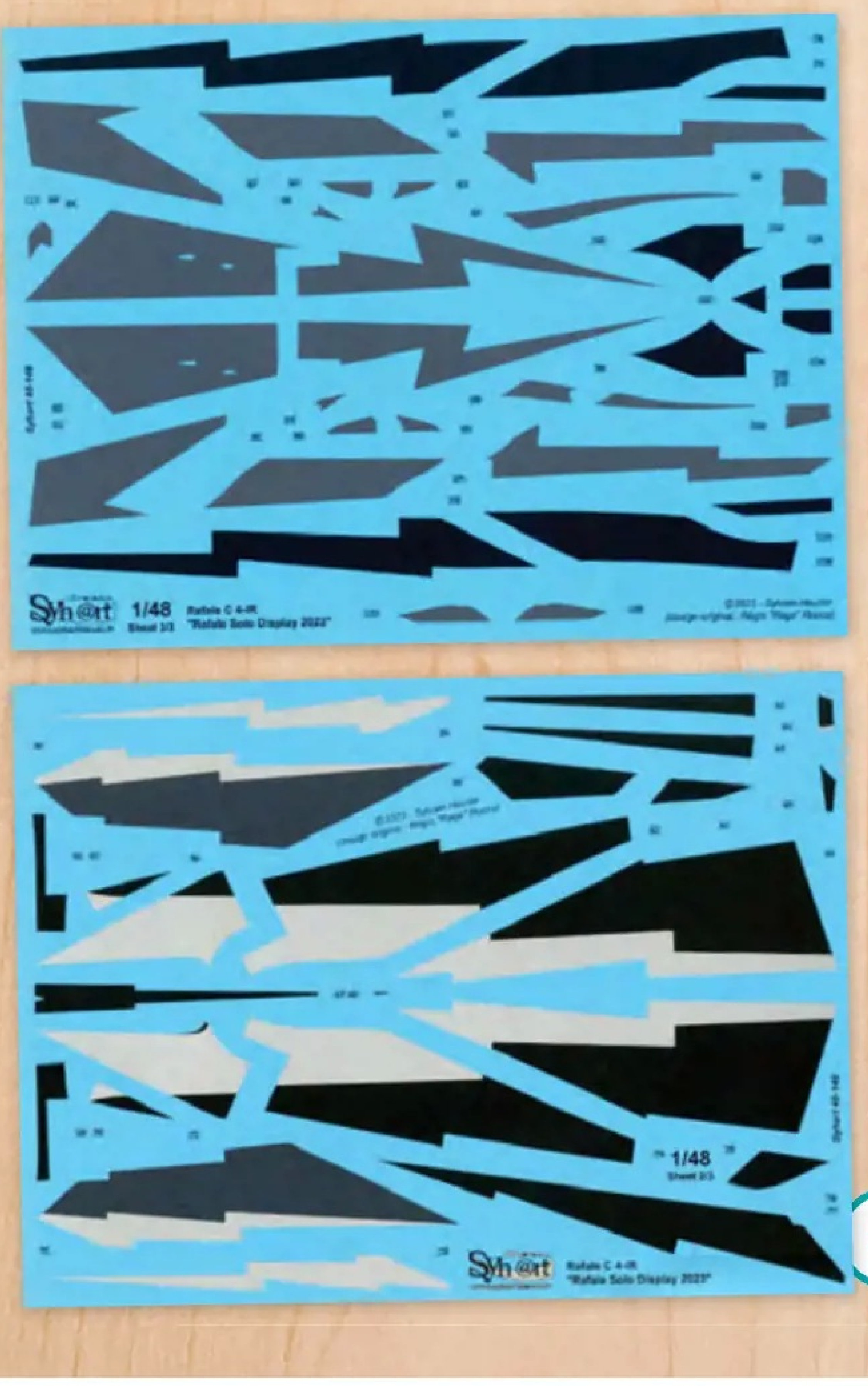
3

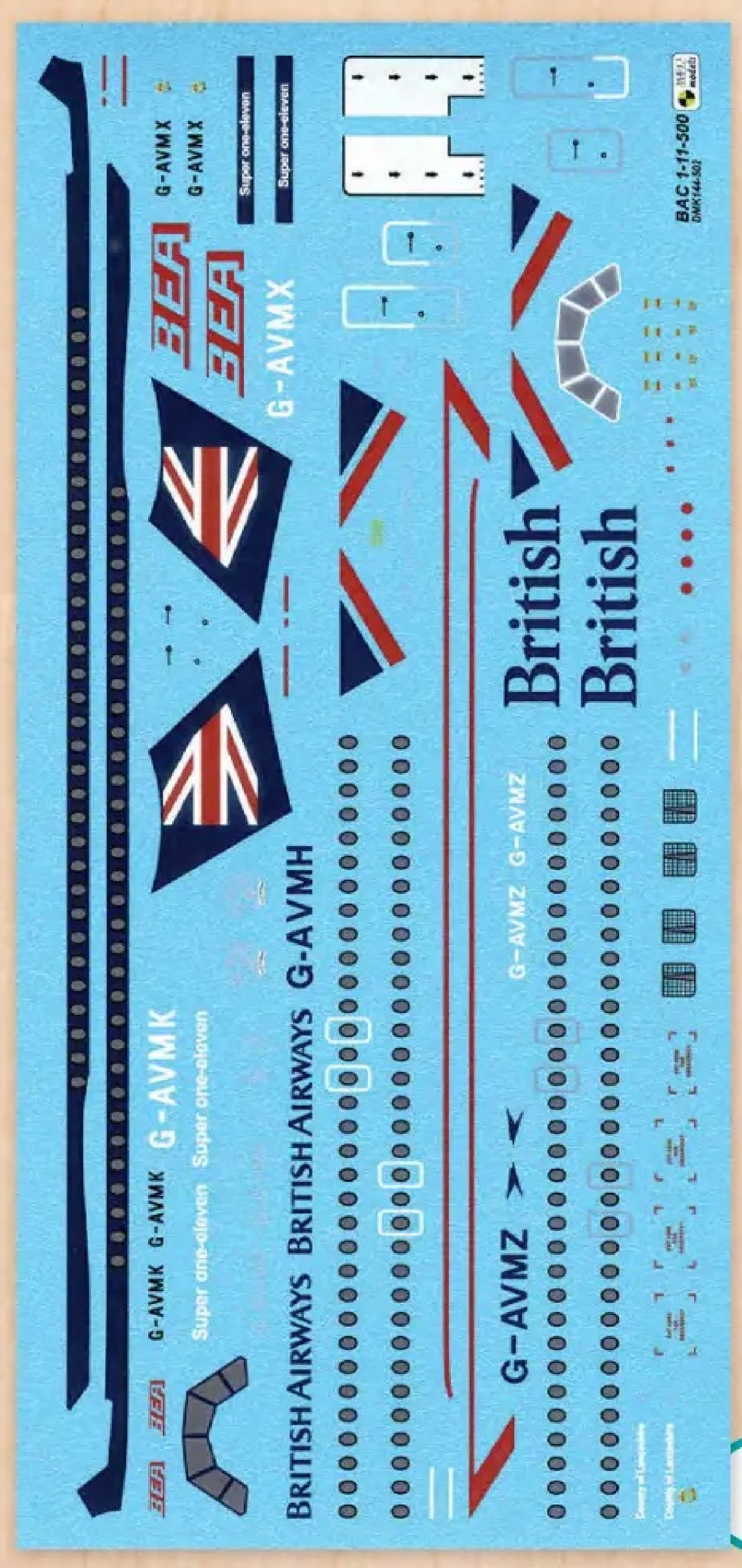
Supermarine Spitfires Over Malta

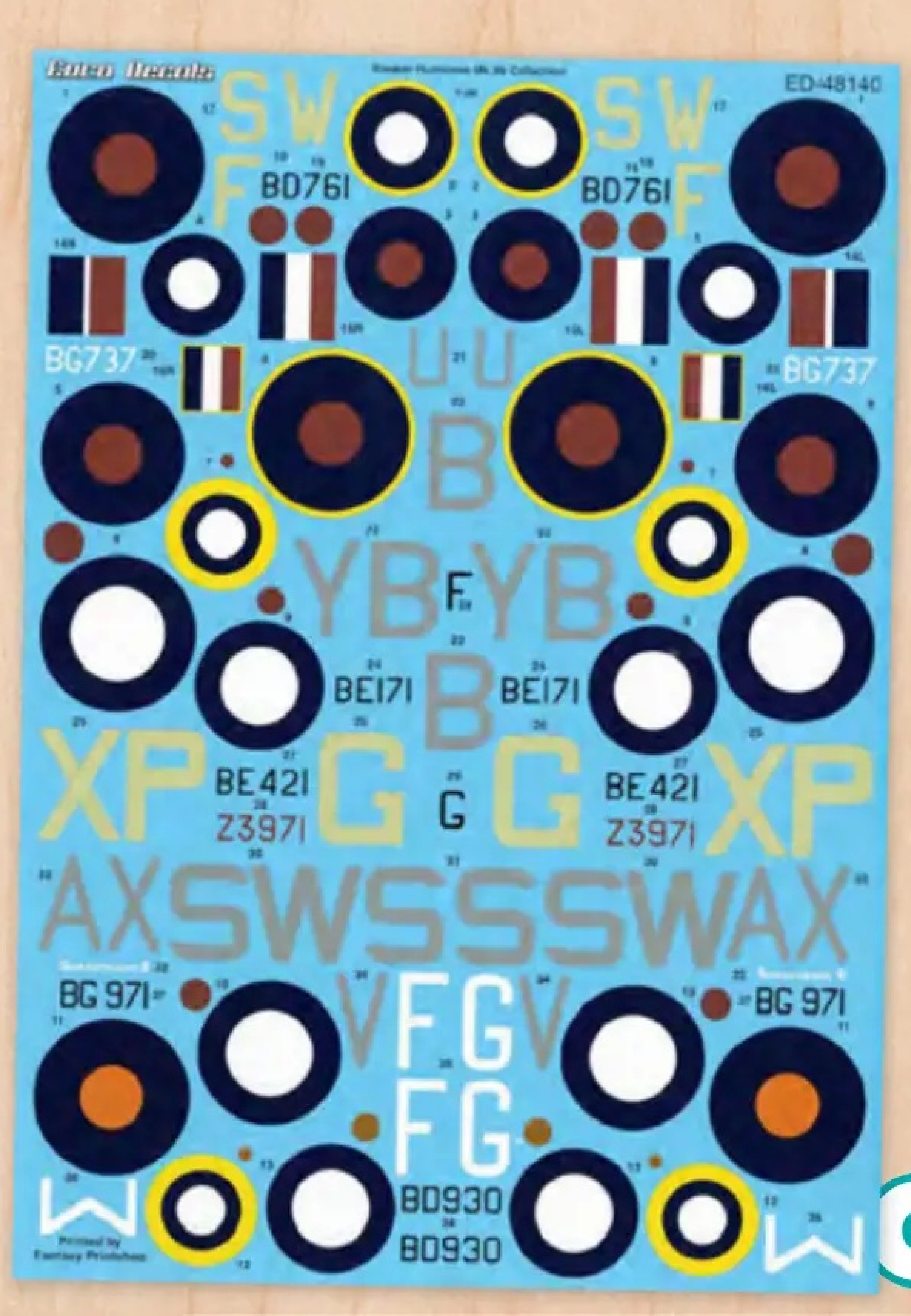
By: Euro Decals **Scale:** 1/32
Item no: ED32141B **Price:** £25.95
Web: www.fantasyprintshop.co.uk

This second collection of Malta-based Spitfires from Euro Decals continues with a mix of Mk.Vb and Mk.Vc airframes, but also offers a single Mk.IXc option – although this is still in tropical configuration, with undernose filter. If you're looking for a Malta-themed livery for your Hasegawa, Hobby Boss, Pacific Coast or Tamiya Spitfires in this scale, then this is well worth considering. Of the four liveries provided, JK715/SN-A is arguably the most striking, with Identification Blue upper surfaces and Azure Blue undersides, although EP691/X-A, with its Deep Sky/Dark Slate Grey and Light Mediterranean Blue scheme is almost as eye-catching. As is usual, modellers will need to source airframe stencils from either the donor kit or via aftermarket sets, but national insignia, fin flashes, serials and airframe codes are all supplied on this well-printed sheet. Colours generally look good, although some may consider the yellow to be slightly too bright, while tonal density appears to be excellent and the register is spot-on. Colours are matched to products by Humbrol, Xtracolor/Xtracrylix, Mr. Color, MRP and Vallejo, but it's well worth indulging in extra research, as the shades used in Malta are notoriously challenging to depict accurately.

- Mk.Vc Trop, JK715/SN-A, 243 Squadron, 1942
- Mk.Vc Trop, BR190/A-2, 603 Squadron, April-May 1942
- Mk.Vb Trop, EP691/X-A, 229 Squadron, 1943
- Mk.IXc, EN479/N, 126 Squadron, June 1943







4

Rafale C 4-IR 'Rafale Solo Display 2023'

By: Syhart Decal **Scale:** 1/48
Item no: 48-148 **Price:** €15
Web: www.syhartdecal.fr

If you're in search of eye-catching liveries for your French Rafales, then you need look no further than Syhart Decal's stunning collection of schemes. One striking example is this rendering of the official French Air Force Solo Display scheme for 2023, which has received approval from the original designer and Dassault Aviation. There are three sheets, of which one is generic to Rafale airframes, plus a set of masks for the darker airframe sections. Clear guidance – on a dedicated page – is provided on where the masks are placed and what colours are to be used, making this a comprehensive, yet straightforward addition. The remaining page focusses purely on the markings, which minimises the chances of getting confused. Helpful diagrams highlight positioning under/on actuator fairings – these also serve as handy alignment aids. There is even advice on the correct order in which to apply the multitude of markings. All the remaining trim comes in decal form and it's here that a degree of patience will be needed, as practical limitations (notably how large a decal can you handle without it breaking) mean that much of the lightning-style flashes are supplied in at least two pieces. Such is Syhart's attention to detail that there are even placards for the Martin-Baker Mk.16F ejection seat and the Rafale's tail-mounted electronic countermeasures fairing.

Read more in-depth reviews at:
www.keymodelworld.com/scale-modelling/on-the-shelf

5

BAC 1-11-500 In British Skies

By: Mark I **Scale:** 1/144
Item no: DMK144-502 **Price:** £13.80
Web: www.hannants.co.uk

If you've decided to build Mark I's new 1/144 BAC 1-11-500 airliner, the options on the firm's associated aftermarket decal sheet may trump the kit schemes... There are three different boxings, all with an enticing array of liveries. However, if you favour British carriers then the same firm's aftermarket decals (released in parallel) could be just what you're after. This single-sheet set provides markings for two British European Airways and two British Airways airframes. Three styles of windows are included, depending on the scheme selected and whether you want to paint the blue trim on the BEA airframes. Helpfully, the red 'flash' that runs along the side of a British Airways example is included, although it will require careful handling once separated from the sheet as it's very thin and easily damaged. Airline legends, logos and artwork (where appropriate) are supplied, and the colour definition is excellent – as is the register. Echoing the kit decals, cabin window and cockpit glazing decals are supplied, as are wing walkways, door outlines, emergency escape route markings and engine nacelle grilles. A variety of paint schemes are represented and the options, all 510ED sub-types, are:

- BAC-11-500, G-AVMK, British European Airways, UK, 1969
- BAC 1-11-500, G-AVMX, British European Airways, UK, early 1970s
- BAC 1-1-500, G-AVMH County of Cheshire, British Airways, UK, 1974-92
- BAC 1-11-500, G-AVMZ County of Lancashire, British Airways, UK, 1974-91

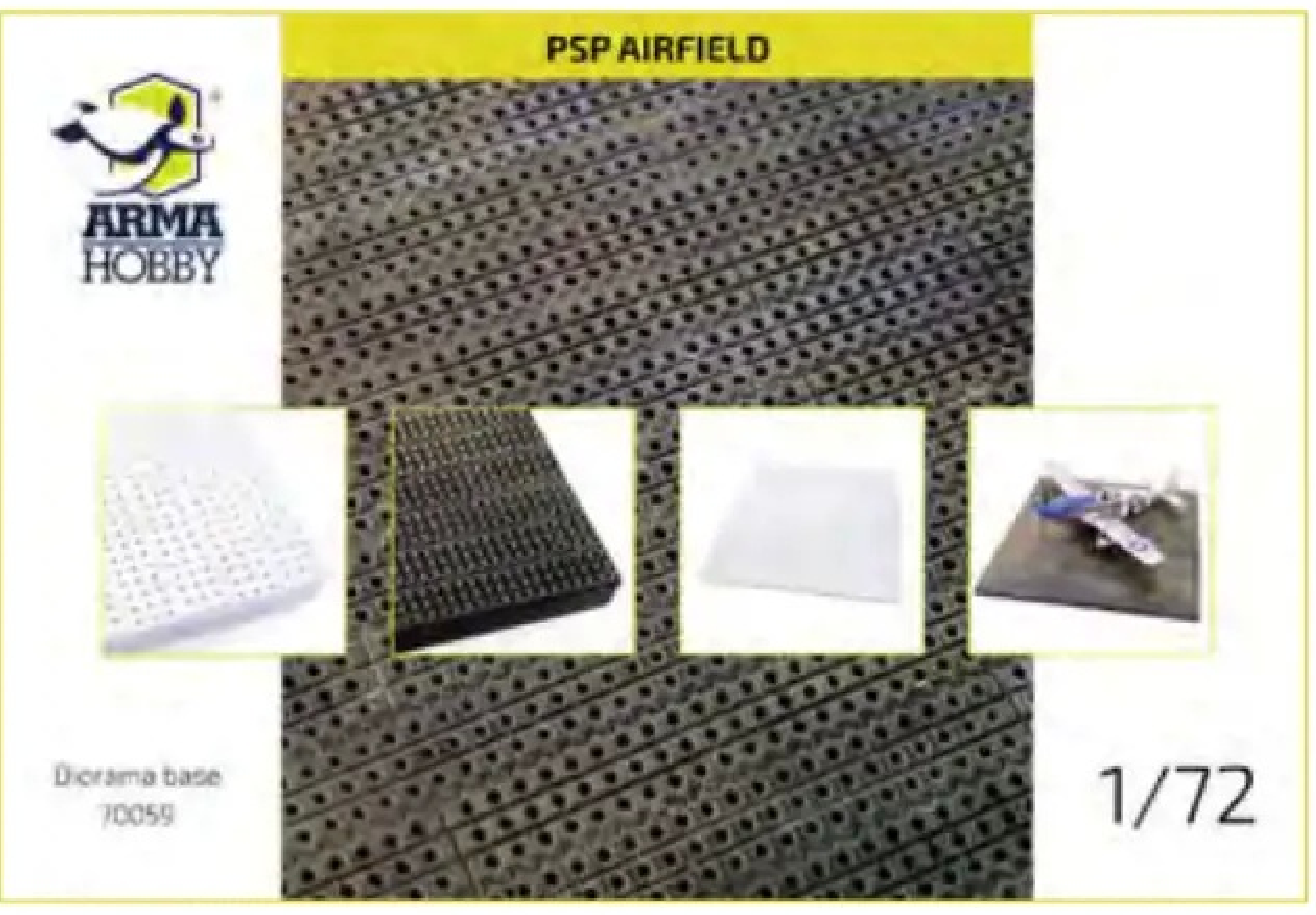
6

Hurricane Mk.IIb Collection

By: Euro Decals **Scale:** 1/48
Item no: ED48140 **Price:** £15.95
Web: www.fantasyprintshop.co.uk

If you're planning a 1/48 Hawker Hurricane Mk.II build but the kit markings don't excite you, alternatives can be found via this recent decal set from Euro Decals. It offers liveries for eight different RAF airframes, representing machines from the Northwest Europe, Mediterranean/North Africa and China-Burma-India theatres. Two overall black night-fighters are included, as is a PRU Blue reconnaissance machine – although you'll need a conversion set or scratch-built parts for the camera fairing under the fuselage on this last airframe. Extra interest comes via the fact that Light Mediterranean Blue also features in the desert schemes, besides the more common Azure Blue. Varied roundel styles appear on the night-fighters, too. Printing quality and colour density are excellent, and enough national insignia is supplied for every airframe. The choices are:

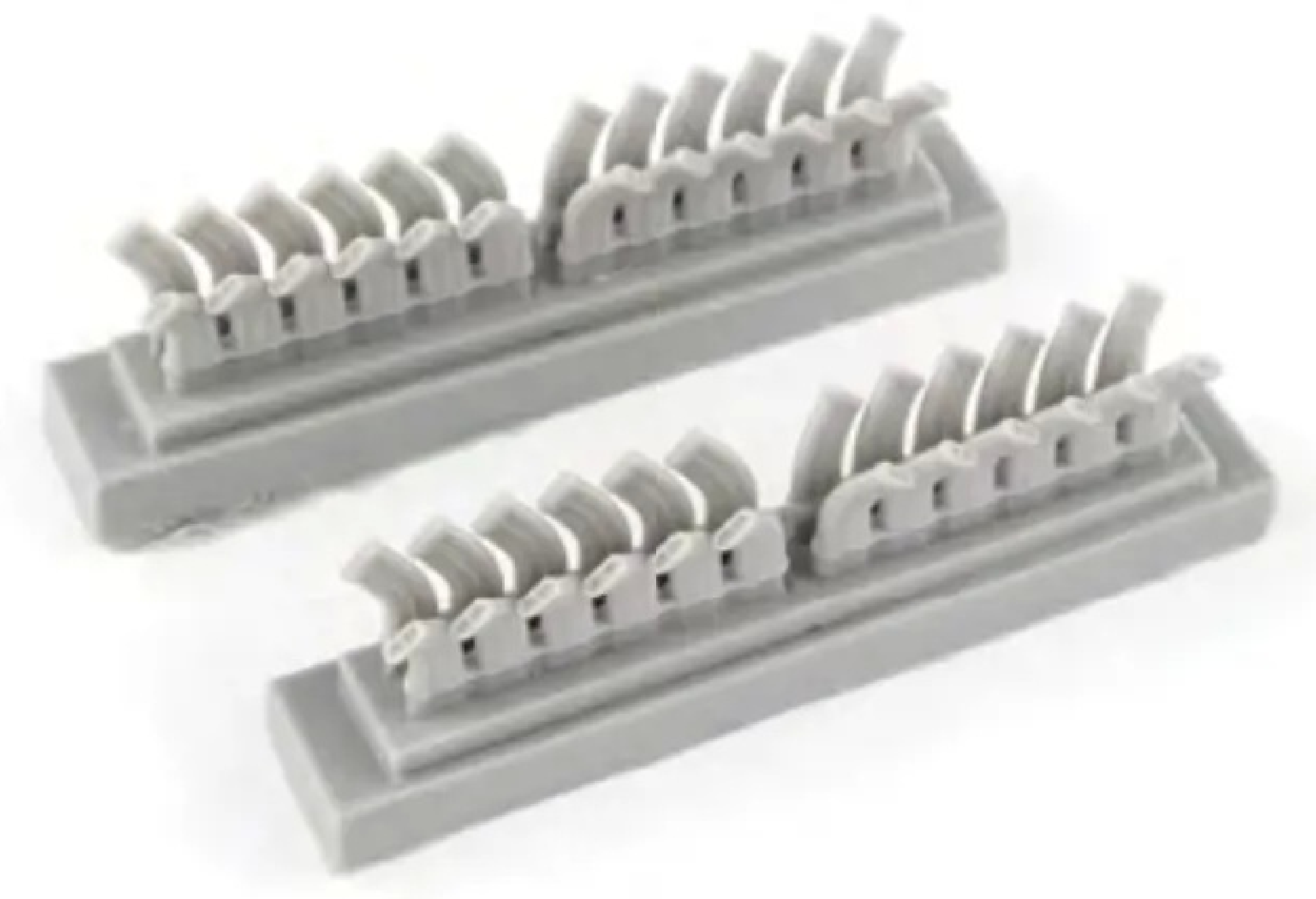
- Mk.IIb, BD761/DW-F, 253 (Hyderbad) Squadron, Hilbastow, August 1942
- FR.Mk.IIb, BH125/U, 3 Photographic Reconnaissance Unit, Egypt, early 1942
- Mk.IIb, BG737, Malta Night Fighting Unit, Ta' Qali, Malta, July 1941
- Mk.IIb, BE171/YB-B, Sgt J F Barrick, 17 Squadron, Burma, February 1942
- Mk.IIb, BE421/XP-G, 174 (Mauritius) Squadron, Manston, May 1942
- Mk.IIb, Z3971/SW-S, Samastmans II, 253 (Hyderbad State) Squadron, Hilbadstow, 1941
- Mk.IIb, BG971/AX-V, Maj Gerald le Musurier, 1 Squadron South African Air Force, LG 92, Egypt, July 3, 1942
- Mk.IIb, BD930/GF- , 335 (Greek) Squadron, LG 37, El Alamein, November 1942



PSP Airfield

By: Arma Hobby **Scale:** 1/72
Item no: 70059 **Price:** €8.64
Web: www.armahobby.com

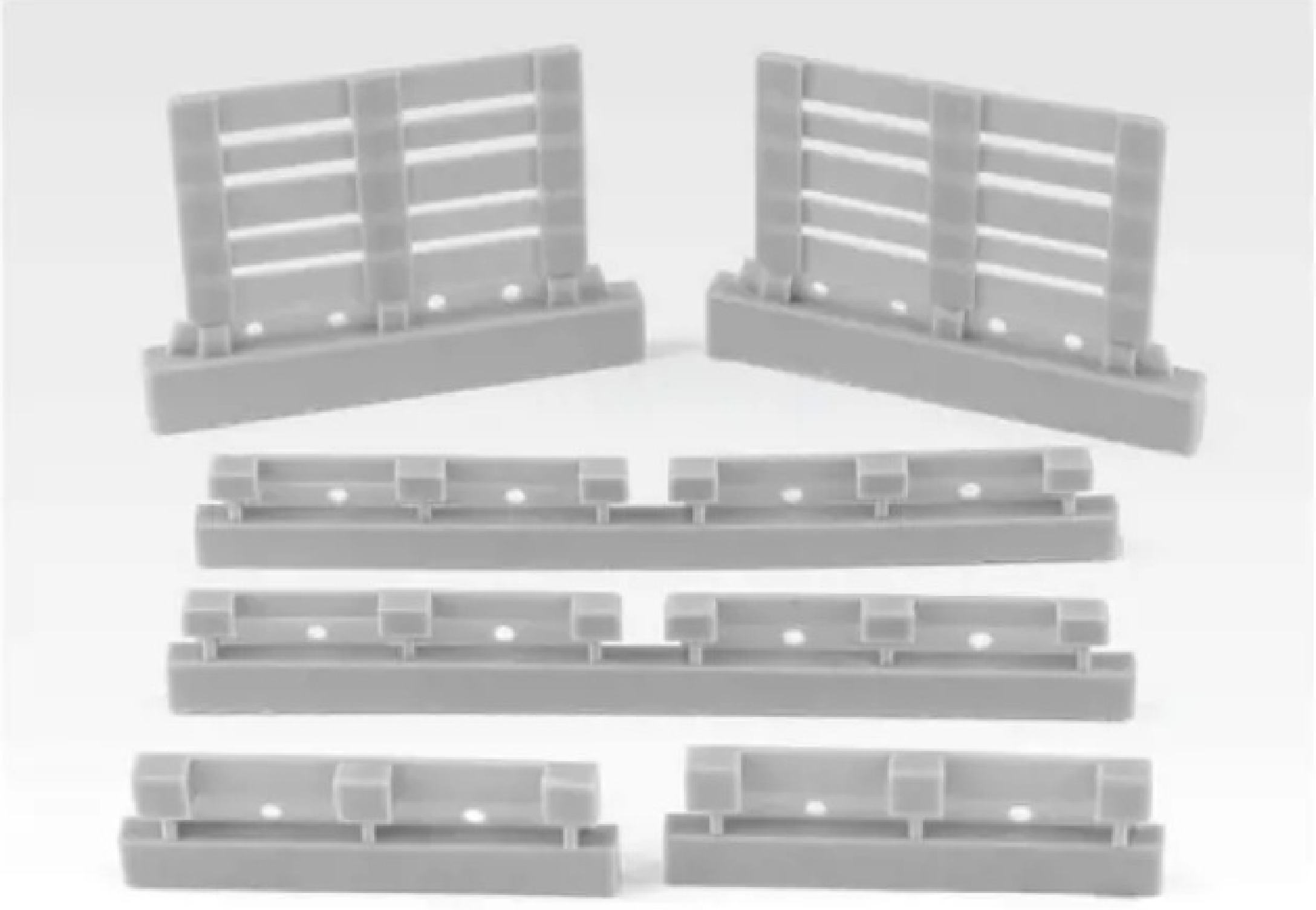
When it comes to detail, Polish firm Arma Hobby has been dazzling modellers in recent years with premium features on kits such as its F4F Wildcat, Hawker Hurricane and P-39 Airacobra. Now, the firm has directed its design prowess to accessories, in the form of an excellent styrene display base, aimed at 1/72 aircraft. The first of two sets (the second is reviewed on p122) provides a crisply rendered facsimile of wartime pierced steel planking, measuring 158 x 158mm. The holes have convincing depth, especially for 1/72 scale, and the base would be ideal for any allied Tactical Air Force or South East Asia Command fighter.



Lancaster Mk.III Exhausts

By: CMK **Scale:** 1/48
Item no: 4449 Price: €15.20
Web: www.cmkkits.com

One limitation of conventional styrene moulding is the challenge posed by open exhausts, nozzles etc – slide-moulding will enable a degree of extra refinement, but there's always a cost balance and seams are a constant hazard. It's easier to replicate in resin form though, and that's the approach taken by CMK for its Lancaster Mk.I/III exhausts, which feature not just open ends but also convincing weld beads along the sides. This set is intended for the HK Models' kit and will add a finishing touch to the model's appearance, but it could easily be adapted to fit Tamiya's older offering, where they would make for a considerable difference.



Euro Pallet

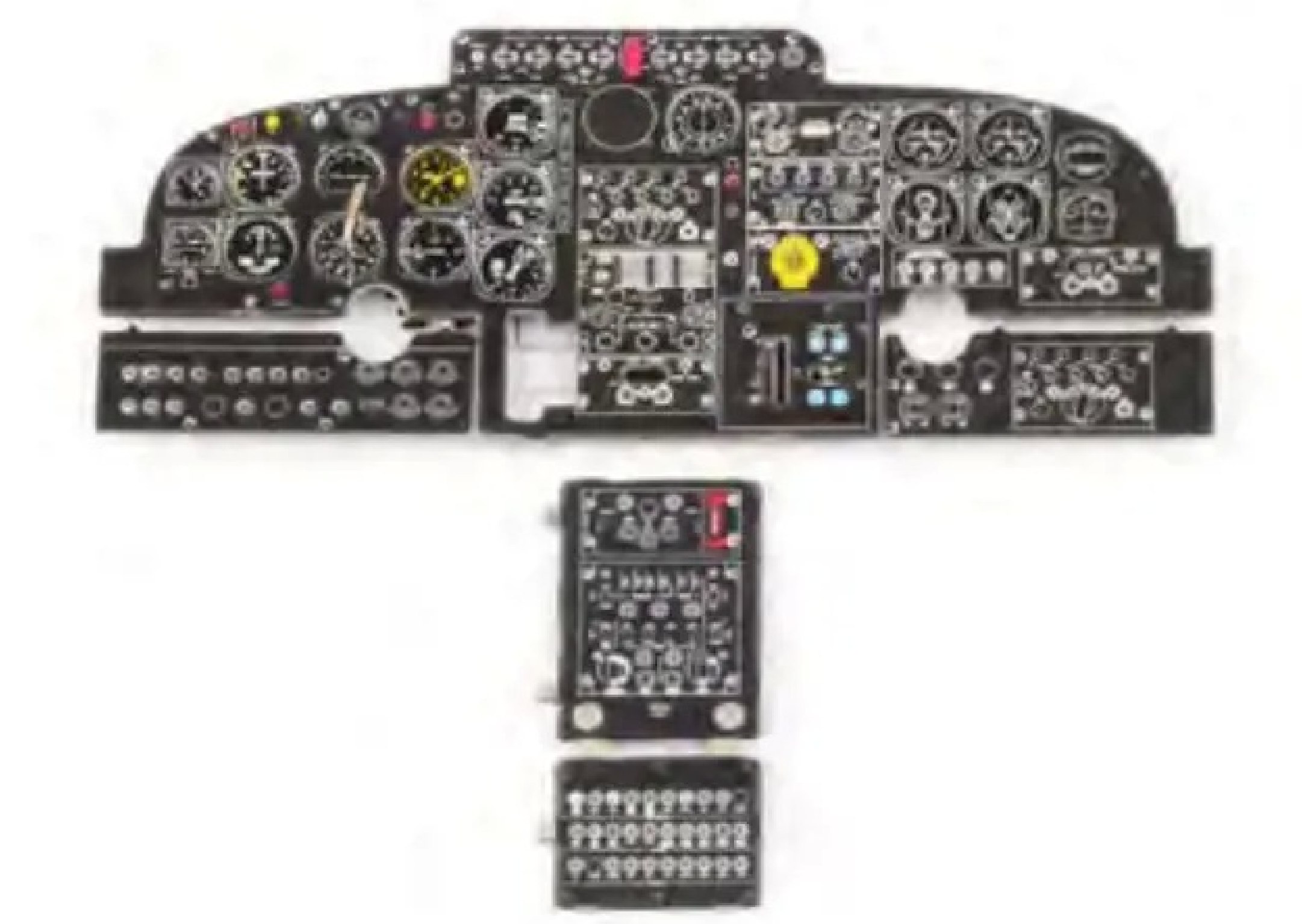
By: Hauler **Scale:** 1/35
Item no: HLU35095 **Price:** €12.21
Web: www.hauler.cz

Wooden pallets are a common sight in logistics/loading/warehouse yards, regardless of whether they're civilian or military, so it's perhaps surprising they feature so rarely in scale form, even as accessories. Thankfully, Hauler provides resin versions in 1/48 and 1/35 scales (the latter reviewed here), with enough parts for two pallets. Each comprises a one-piece upper section – which features convincing wood grain and nail detail – onto which are attached three lower planks (these have integrally cast separating blocks). Preparation will be minimal once the parts are separated from their casting blocks, although some flash will require trimming.

Vortex Stirrer Turbo

By: PLAMO **Scale:** N/A
Item no: N/A **Price:** £44.95
Web: www.tyrellmodels.co.uk

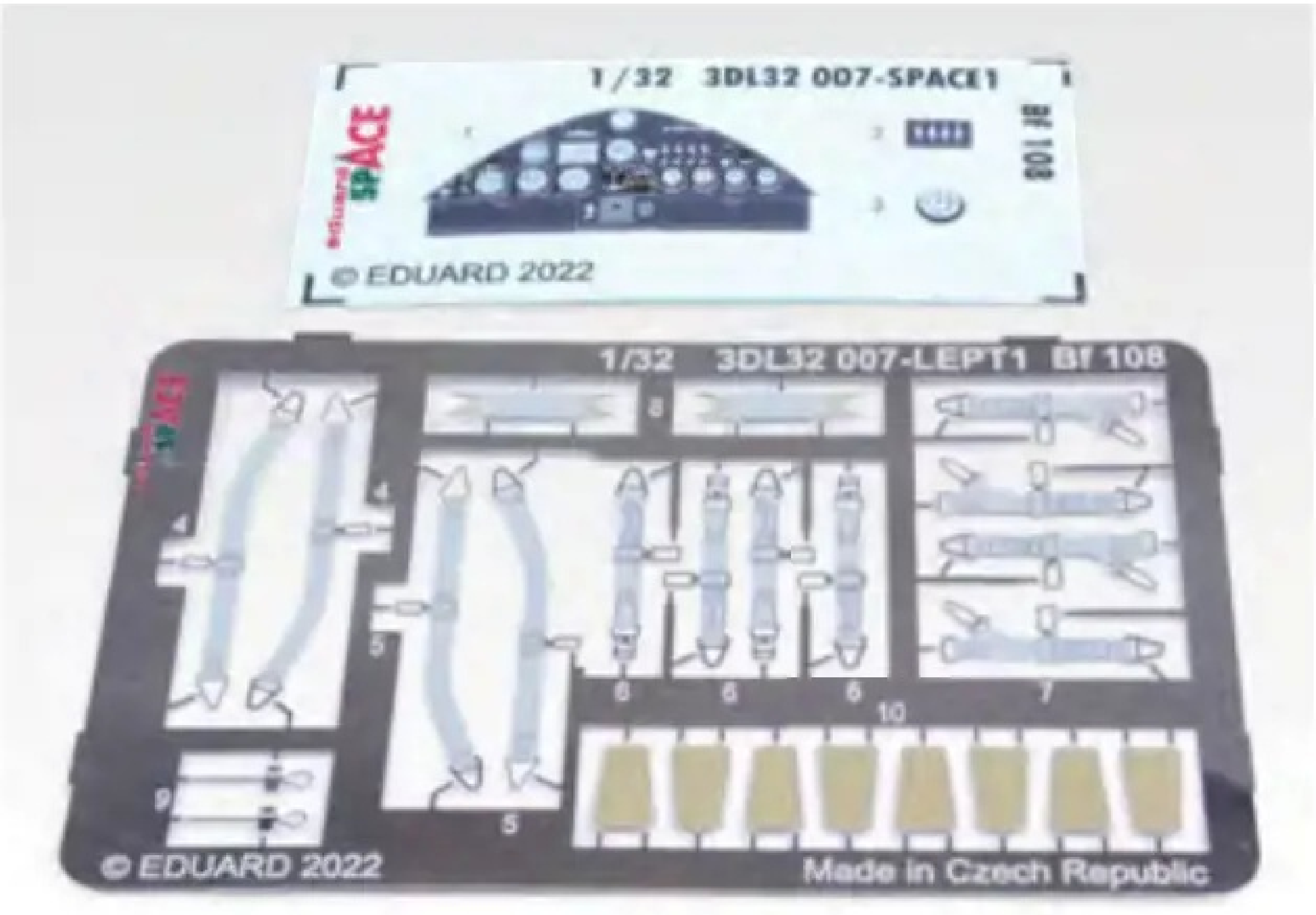
This useful gadget is a mains-powered (and comes with a standard UK three-pin plug) paint shaker that should have your chosen colour ready for use in no time at all. It can accommodate any bottle or tin of model paint (it was trialled with products from most major brands) in its powerful spring-loaded, interlocking jaws and, once clamped securely and switched on, you can vary the speed of the reciprocation up to a maximum of 2,400rpm. It comes with three small rubber suction-cup feet on each corner of the base, but requires a flat, smooth surface for best results, otherwise it will require holding while the stirrer is operating.



Cessna O-2 Skymaster

By: Yahu Models **Scale:** 1/48
Item no: YMA4899 **Price:** £4.70
Web: www.yahumodels.com

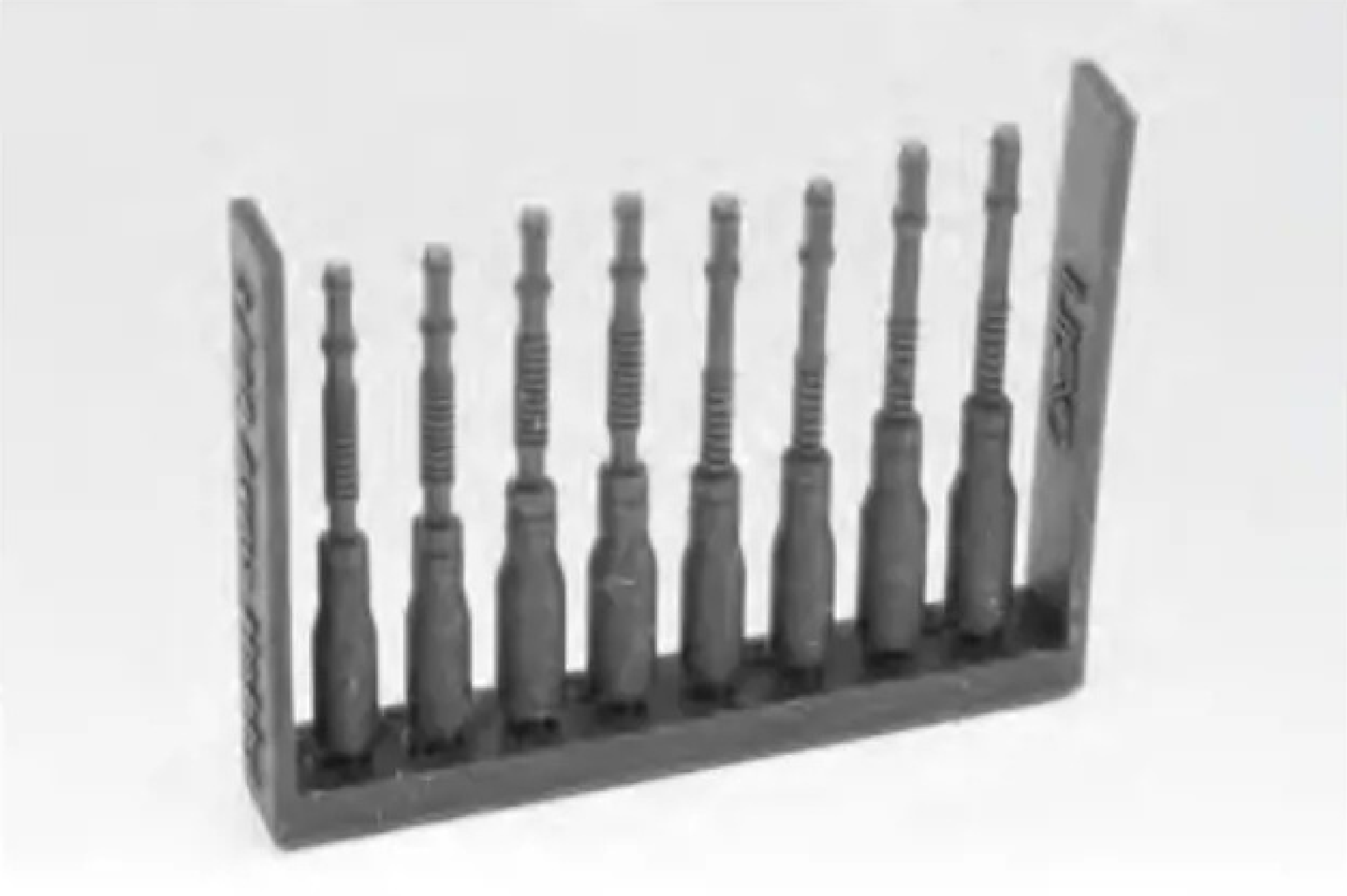
Yahu has turned its attention to the ICM 1/48 scale O-2 Skymaster series of kits, with this superb pre-formed and painted photo-etched (PE) metal instrument panel and side console. The detail is exquisite throughout, with legible dials, which are also pre-glazed, so no need for any varnish or treatment. This set also includes a separate printed acetate sheet for a raised bezel, and will require lower panel sections to be either bent to conform to the kit panel or removed and then attached separately. It's a great way to get used to PE as a medium as this set requires minimal preparation, and the results will be highly visible via the extensive glazing.



Bf 108 SPACE

By: Eduard **Scale:** 1/32
Item no: 3DL32007 **Price:** £7.09
Web: www.eduard.com

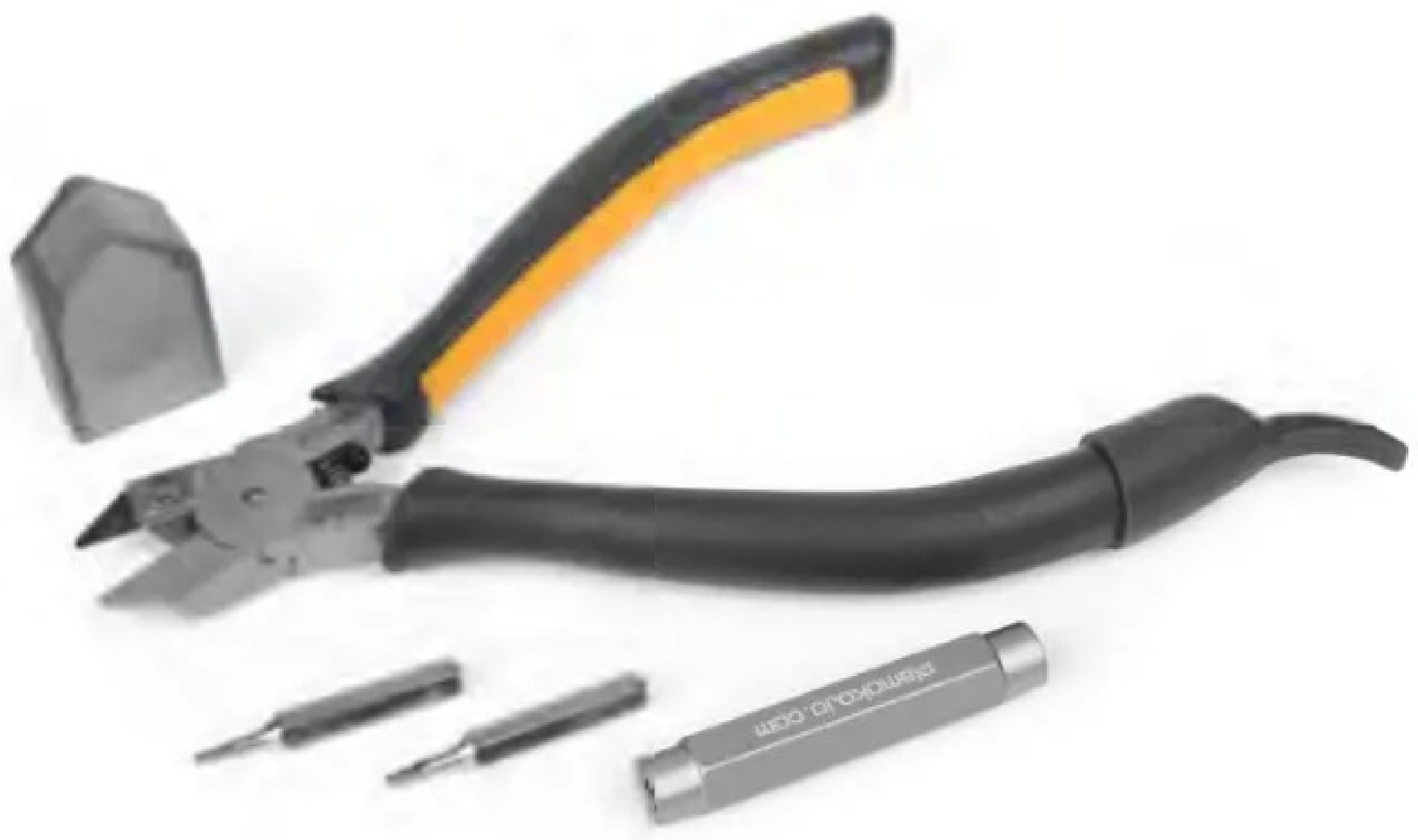
Here's a great product for those wanting a quick and easy upgrade for their 1/32 scale Bf 108 projects. Eduard's SPACE sets offer 3D-printed decals for the instrument panels (and any other dials/consoles), but their big advantage over other such products is the inclusion of pre-painted photo-etched (PE) metal seatbelts, making this a better value pack – and it simplifies adding the harness to the interior. While the decal is removed by immersing in water, it will require PVA to adhere to the flat styrene panel (the same one used for PE alternatives). The console colour appears matched to RLM 66 Black Grey, while the straps are a pale tan shade.



Hurricane Mk.II British Hispano cannon 20mm

By: ASK Distribution **Scale:** 1/48
Item no: A48002 **Price:** €7.80
Web: www.artscale.eu

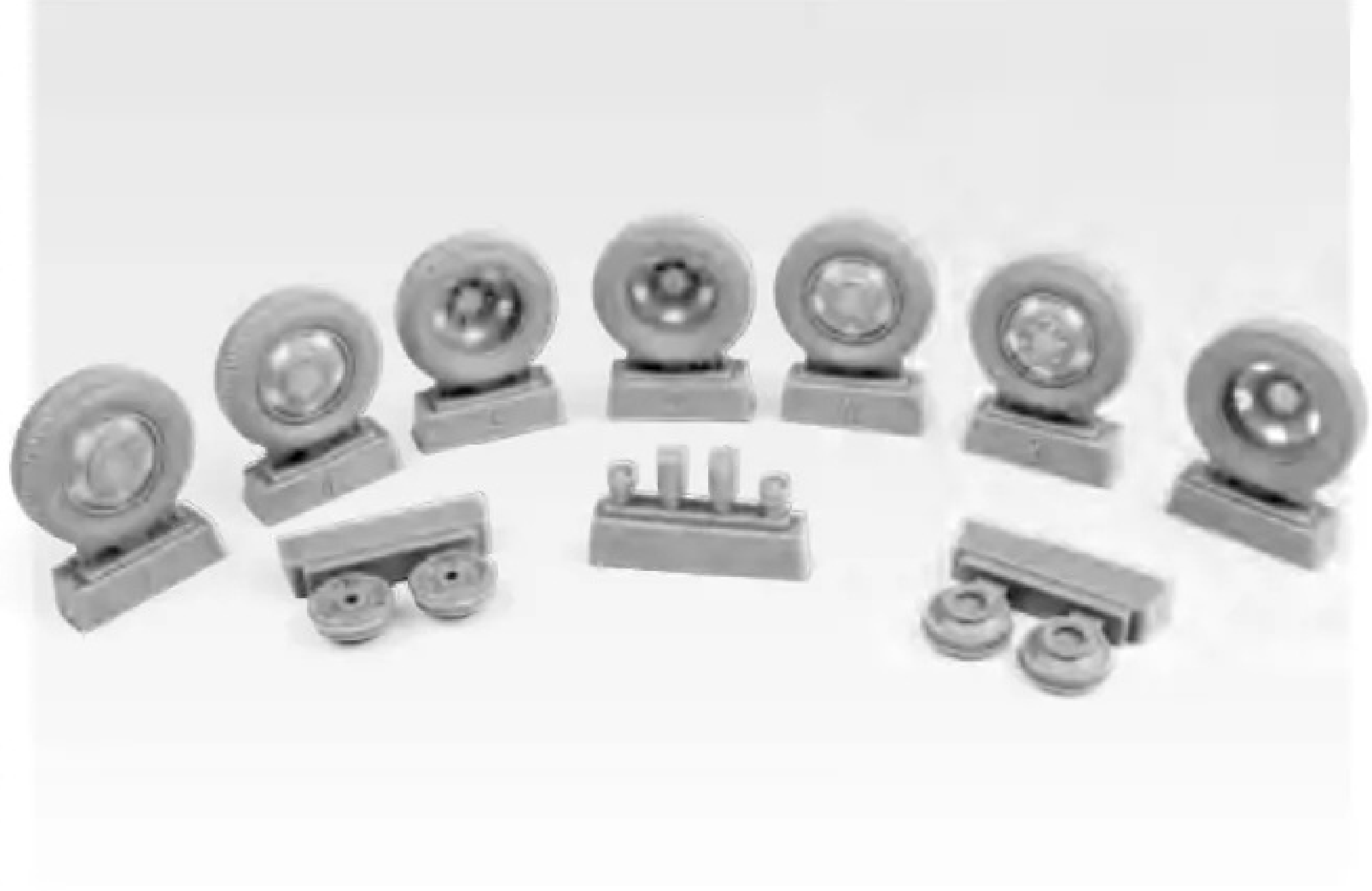
Intended to upgrade the Arma Hobby Hurricane Mk.IIc kits, this pleasing set supplies four examples each of two styles of 20mm cannon barrel, each with crisply rendered detail and hollow muzzles. These have either round or flat exposed recoil springs and you'll need to check references as to which is applicable for a particular airframe. Once separate from the 3D-printing frame, all that's needed is to trim the attachment point, after which they are drop-in replacements for the kit parts. It's entirely possible that these could be used in other manufacturer's kits, although new holes will need drilling in the wings.



Sustainable Nipper Advance

By: PLAMO **Scale:** N/A
Item no: N/A **Price:** £34.99
Web: www.tyrellmodels.co.uk

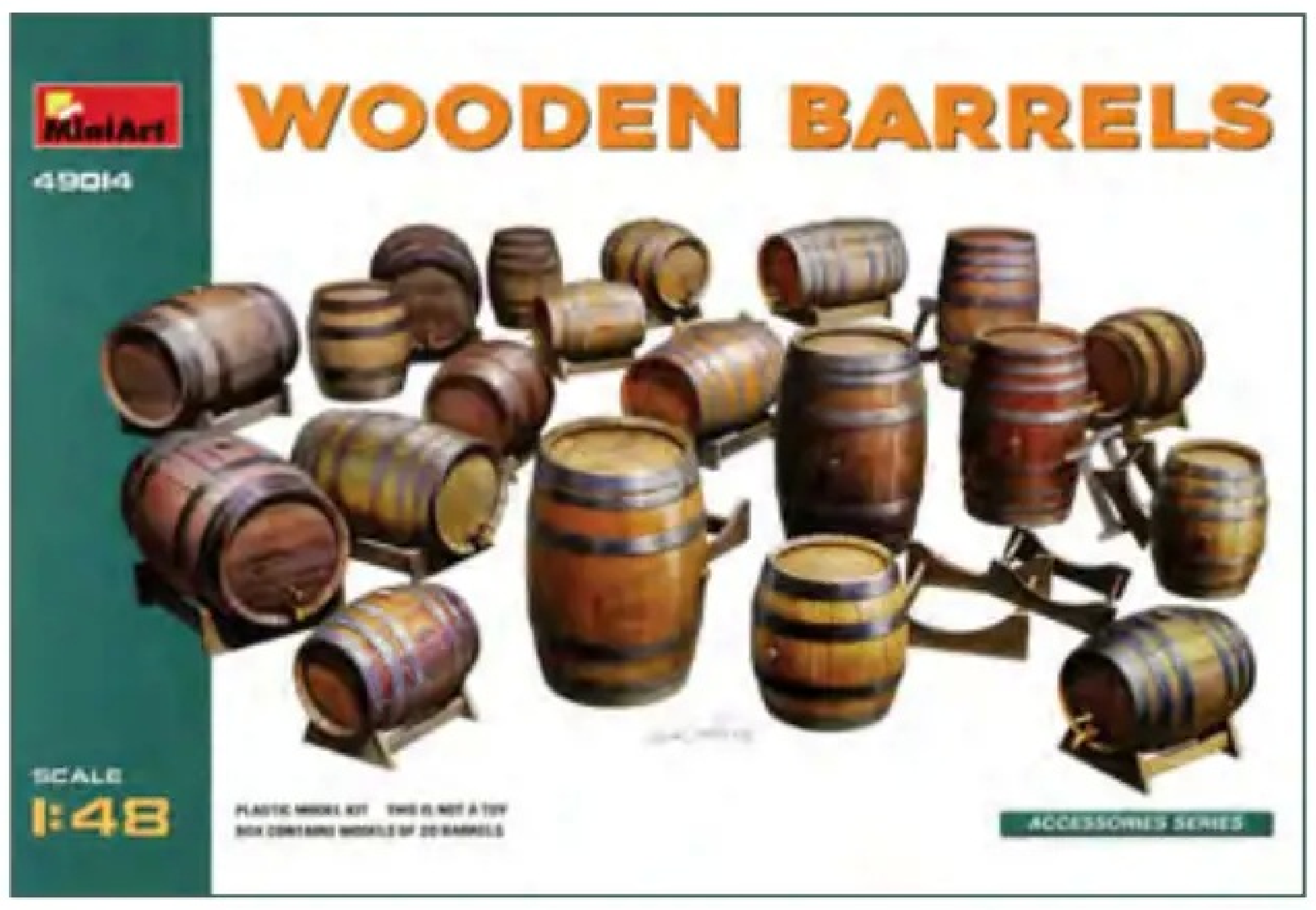
These cutters are a step change from other versions in that the blade is replaceable. Spring-loaded, and with a handles-open length of 11cm, they sit snugly in the hand. A little-finger extension is also supplied for use on the lowest handle while cutting, for extra leverage. The genius feature, though, is that when you feel the sharpness fading, you can simply unscrew the blade and pop in another. A double-ended screwdriver is supplied, too, for removing the blade and adjusting its engagement. A protective blade cap is also present. A set of three fresh blades costs just £9.99, making this approach more economical in the long run.



German Truck V3000S Wheels

By: CMK **Scale:** 1/35
Item no: 3150 **Price:** €16.70
Web: www.cmkkits.com

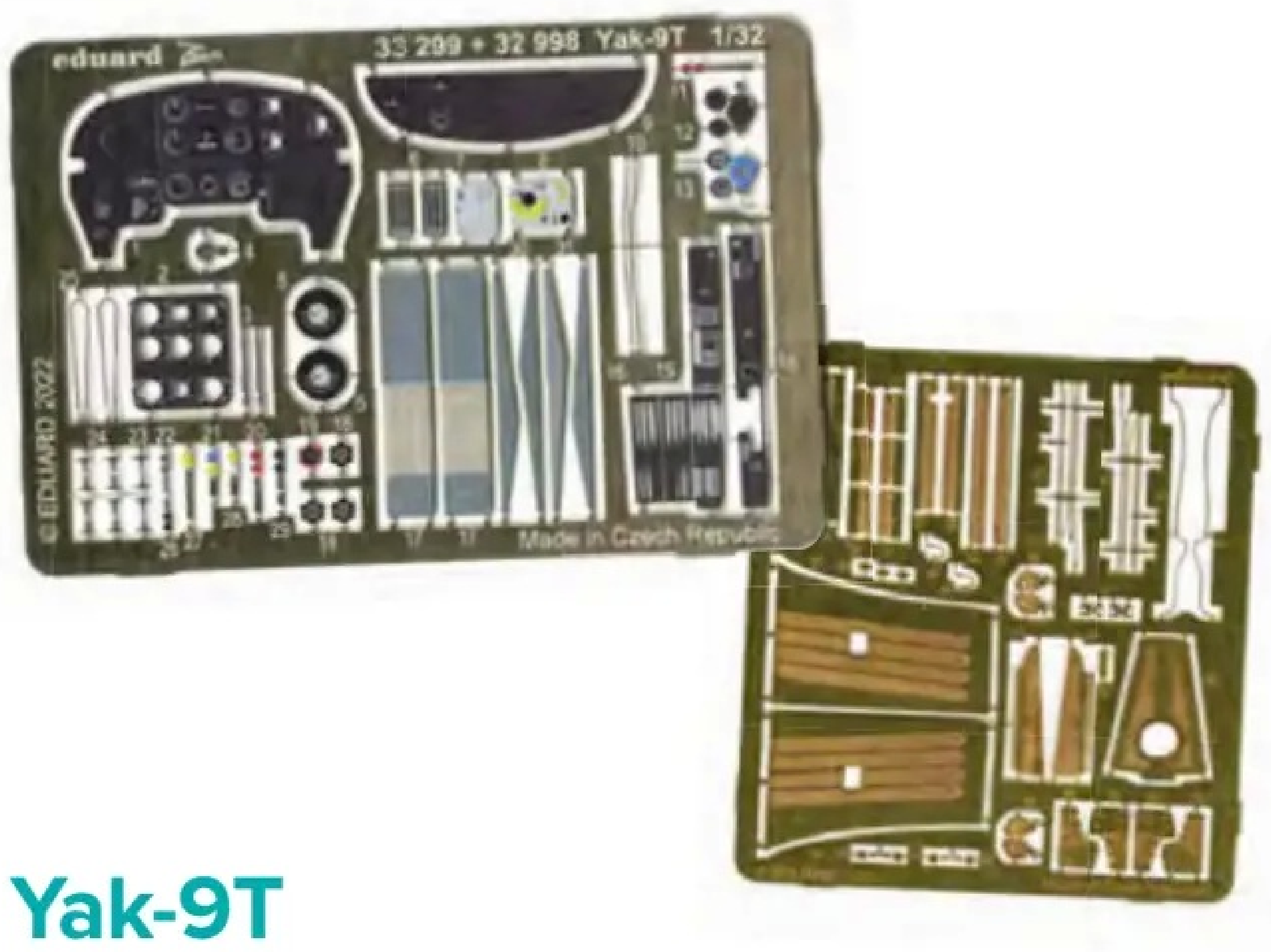
Designed for either the ICM or re-boxed Revell V3000S truck kits, this splendid set of resin wheels replaces the styrene items in their entirety (including the spare wheel). Compared to the kit versions, the resin replacements feature crisper detail, a lack of any mould seams to neaten and weighted tyres (which coincide with the basting attachments, making the clean-up prior to assembly much easier). New brake drums are included, making this a comprehensive upgrade, while wheel hubs are separate, which allows for fine features – such as the bolt heads – to be incorporated without compromising detail elsewhere. This is a cracking upgrade for an already impressive kit.



Wooden Barrels

By: MiniArt **Scale:** 1/48
Item no: 49014 **Price:** £13.99
Web: www.creativemodels.co.uk

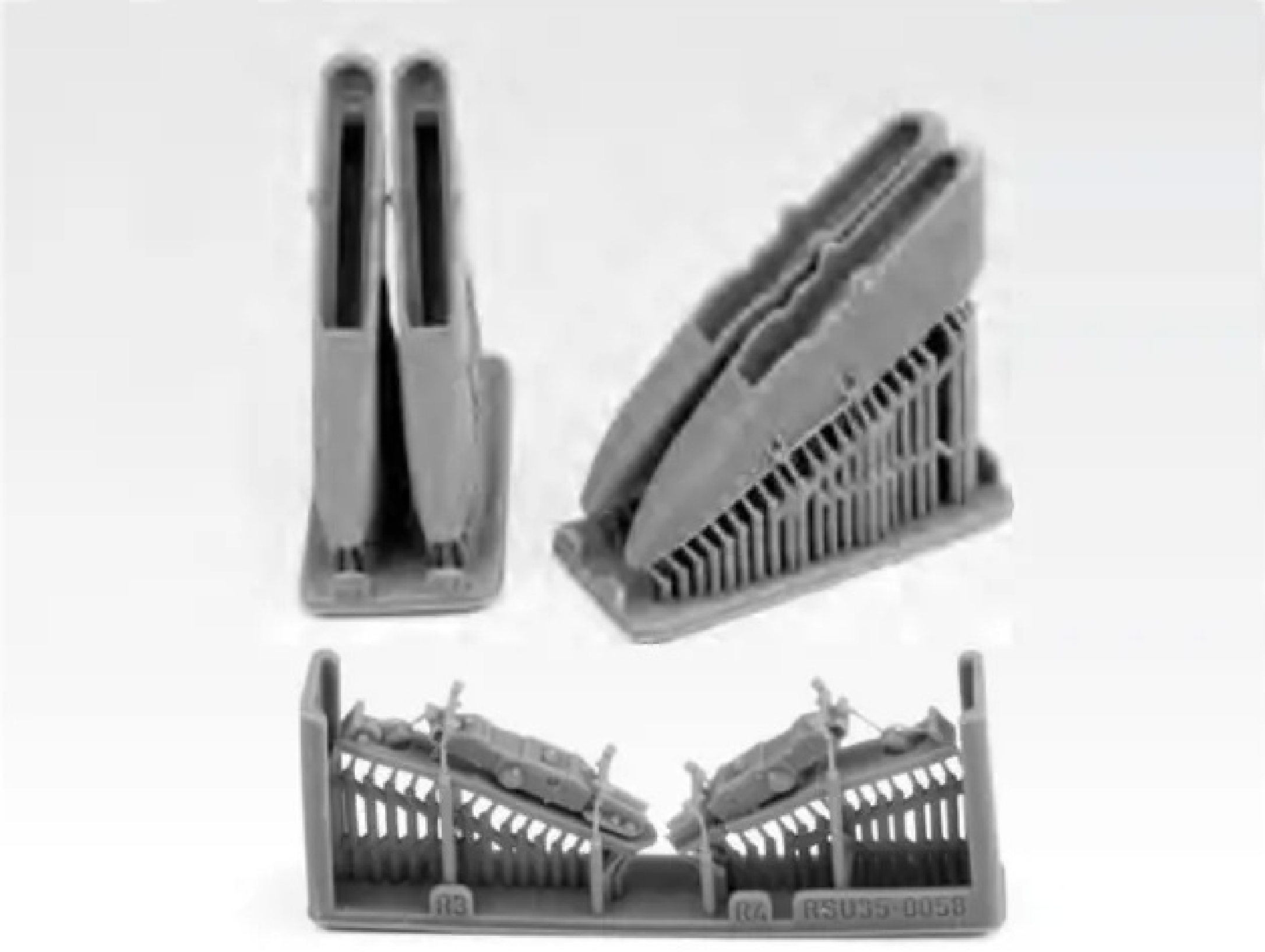
A recent addition to MiniArt's quarter-scale accessories, this neat aftermarket set comprises five identical runners that provide for four different styles/sizes of wooden barrels (for a total of 20 complete units), complete with the appropriate stowage racks and even taps for each. Planking is rendered well – there's no attempt to render the wood grain, so modellers may wish to add their own. All parts are well moulded, with no sign of flash or surface blemishes, so preparation is minimal. Just basic painting guidance is supplied, leaving it up to modellers to choose to age/weather the wood, and there are no decals for branding.



Yak-9T

By: Eduard **Scale:** 1/32
Item no: 32998 **Price:** £14.18
Web: www.eduard.com

ICM's large-scale Yak-9T is the recipient of this comprehensive upgrade set from Eduard. There are two photo-etched (PE) metal frets: one plain brass, the second being pre-painted steel. The former is predominantly used for the exterior, plus the undercarriage bays, including a pair of large inserts for the tailwheel leg area. As usual, the pre-painted items are solely for the cockpit, with a mix of instrument panel, side console and floor embellishments, while even the sidewalls receive attention. The instrument panel is arguably the most complex offering, requiring the PE to be laminated for a 3D effect, although the results are well worth the effort.



AH-64 Apache Early Pylons

By: ResKit **Scale:** 1/35
Item no: RSU35-0058 **Price:** €14.60
Web: https://reskit-models.com

The recent splurge of 1/35 AH-64 Apache kits has resulted in a similar increase in the amount of accessories, such as this set of exquisitely detailed replacement pylons for the Meng AH-64D offering. The use of 3D-printing techniques means that there are no seams to neaten on the pylons and ResKit supplies two styles of ejector racks as inserts. One has the sway braces parallel to the ground, and is often seen on parked AH-64s when they are empty or loaded with Hellfire or rocket pods; the second has the 'nose' raised, and is seen when fuel tanks are attached, along with airborne carriage of rockets and missiles.

Japanese Airfield Fire Extinguisher

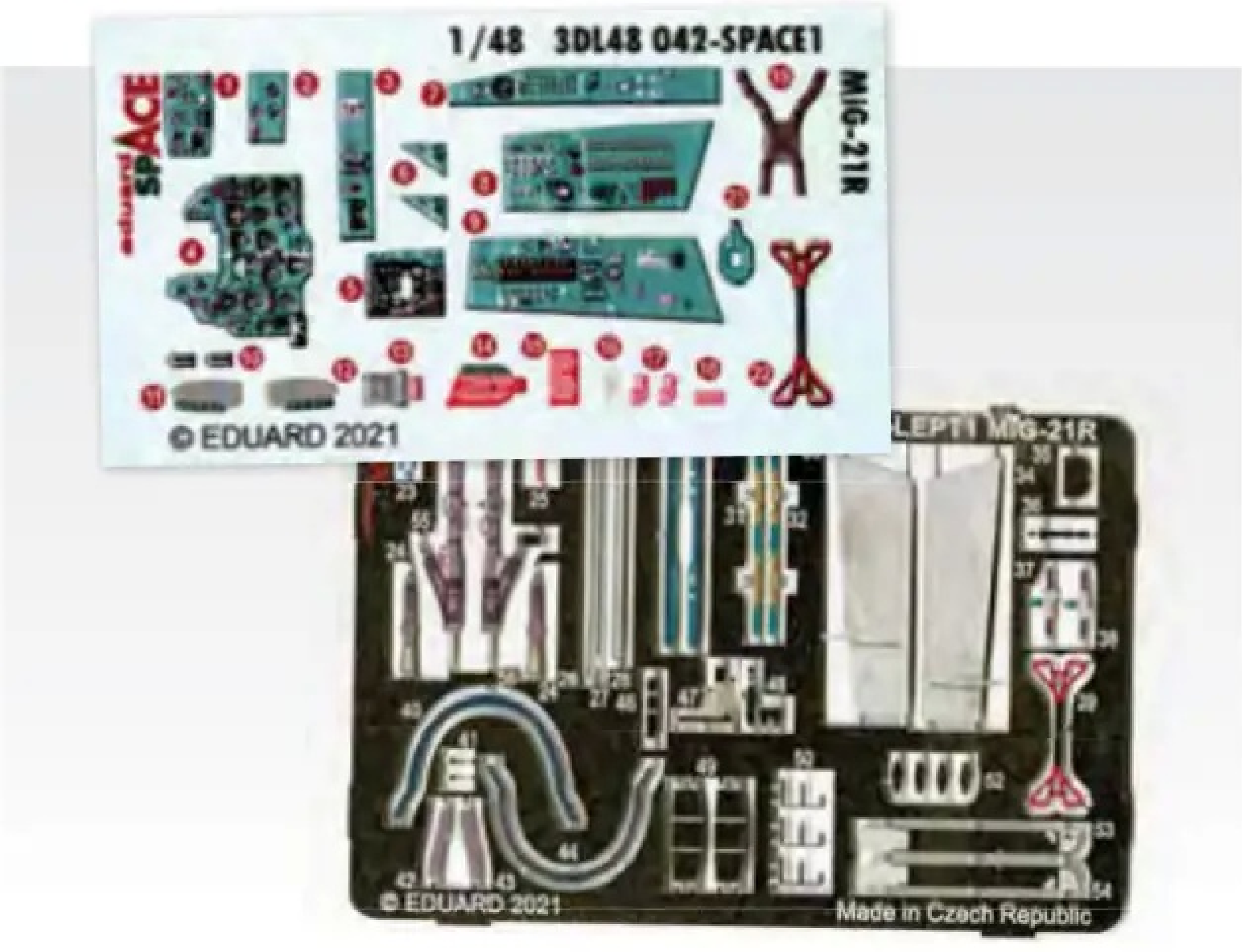
By: Brengun **Scale:** 1/48
Item no: BRS48007 **Price:** €15.74
Web: www.brengun.cz

Whenever there's an airfield diorama, one often forgotten piece of equipment is a fire extinguisher. If you're recreating a Japanese-themed scene, this neat resin product from Brengun is just what you need. Comprising just 15 finely cast components, it builds into a hand trolley-mounted system holding two cylinders and a hose reel, as often found on Japanese airbases. While there will be neatening required once the parts are removed from the casting stubs, everything you need is here, with the hose sections included, along with the flattened cone-shaped nozzle. Note, no painting guidance is provided, so references will be vital.

Hetzer/StuG IIIG (Late) Remote Controlled MG 34

By: Special Hobby **Scale:** 1/35
Item no: P35020 **Price:** €12
Web: www.specialhobby.eu

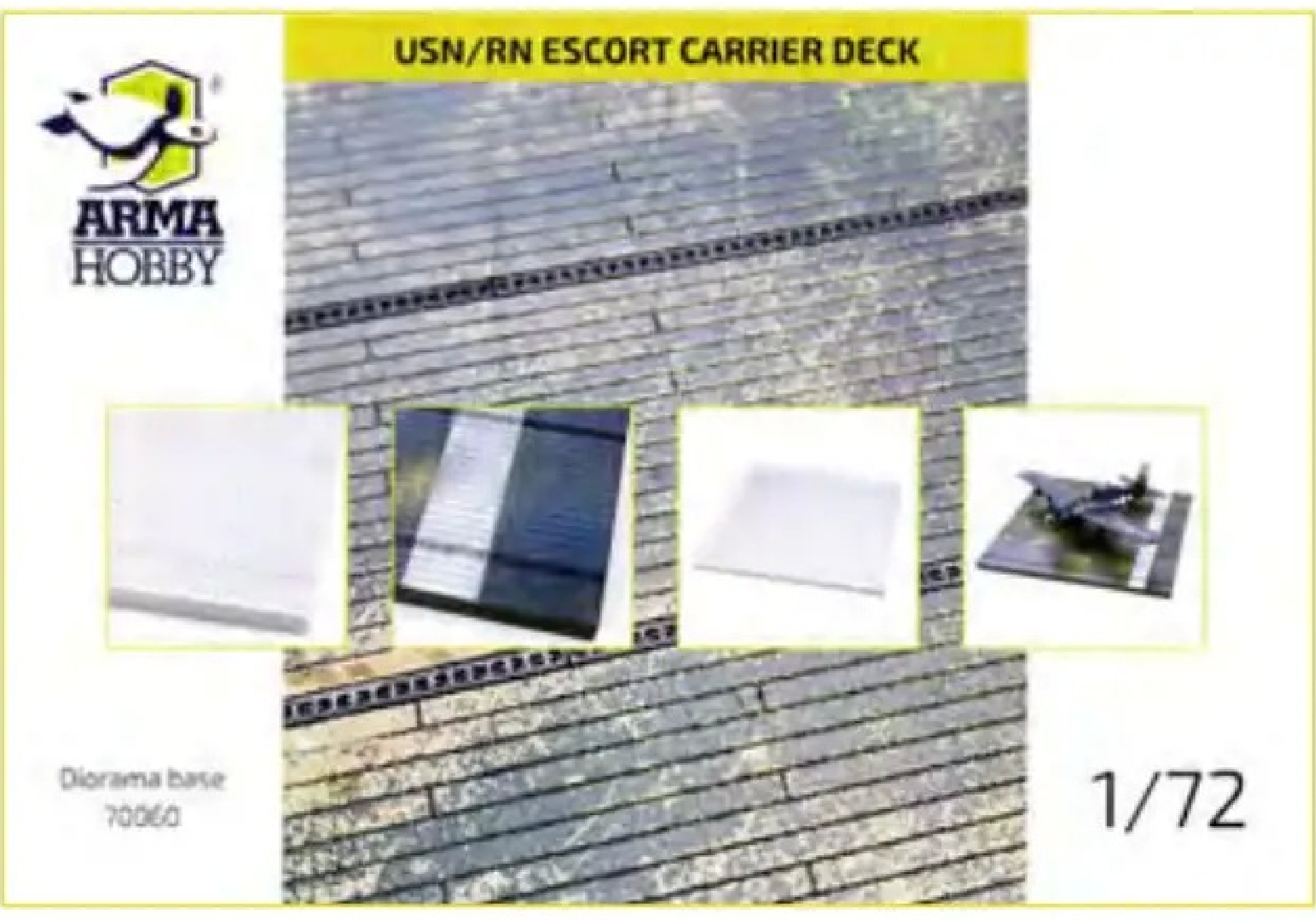
If you thought that remote weapons stations were a modern invention, then this set may come as a surprise, as it depicts a remote-controlled MG 34 as fitted to Hetzer and late-model StuGs. This well-considered set provides all you need to replace a kit's manual MG 34 with the new version, from the motorised pintle and trigger mechanism to the control levers (wire will need to be obtained separately for the control wires). Different shields are provided depending on which vehicle the weapon is to be mounted, and there's even an ammunition drum plus belt feed. Most parts are presented in 3D-printed resin and the detail is sublime.



MiG-21R SPACE

By: Eduard **Scale:** 1/48
Item no: 3DL48042 **Price:** £12
Web: www.eduard.com

If you're struggling to get an accurate rendering of that peculiar turquoise shade used in Cold War Soviet aircraft as a paint colour, then Eduard's SPACE set for the MiG-21R *Fishbed-H* (not to be confused with the Egyptian reconnaissance version) is ideal if you're building one of this type. Sidewalls, consoles and instrument panels are 3D-printed with the appropriate hue, with the added bonus that the dials and switchboards are pre-coloured and are quite distinct. Extras in this set include canopy bows, ejection seat firing handles (both photo-etched and 3D-printed), sill ledges, *Odd-Rods* IFF antennas and a full harness for the KM-1 seat.



US Navy/Royal Navy Escort Carrier Deck

By: Arma Hobby **Scale:** 1/72
Item no: 70060 **Price:** €8.64
Web: www.armahobby.com

If you prefer naval aviation over land-based subjects, then Arma Hobby has followed its PSP Airfield (see p120) with a set that supplies a same-sized (158 x 158mm) deck section, which appears to be a close representation of the planking seen on Bogue and Sanganon-class vessels. The finely moulded planking is punctuated by strips of tie-down points. Interestingly, the packaging carries links for free 3D-printing files, so modellers with their own printers can produce accessories such as chocks, bomb carts, fuel drums, oil containers and even a fire extinguisher to embellish their mini-dioramas.

Hurricane Seat
HGW 148544
Hurricane
Made in Czech Republic

Hurricane Seat with Textile Seatbelts, Buckles & Gunsight

By: ASK Distribution **Scale:** 1/48
Item no: A48004 **Price:** €17.40
Web: www.artscale.eu

Good as Arma Hobby's 1/48 Hurricanes are, there's still room for improvement in terms of the kits' seats, particularly with the thickness of the sides and back panel plus use of decals for the seatbelts. ASK's solution is to create the seat as a one-piece 3D-printed item, so there are no seams to check, while the harness comes courtesy of HGW Models, being a laser-cut paper and photo-etched metal construct. As such, it's a vast improvement, although the buckles and adjustment brackets will be tricky to handle due to their small size. If that wasn't enough, there are also two resin gunsights to replace the kit's styrene versions.

ICM
GOLD
RUSTY BRASS
ITEM 3066
Medieval Warriors
ACRYLIC PAINT SET

Medieval Warriors

By: ICM **Scale:** N/A
Item no: 3066 **Price:** £7.40
Web: www.hannants.co.uk

If the artwork is anything to go by, this ICM acrylic paint set is intended to complement the firm's 9th Century Viking figure, although it's equally useful for most medieval-period subjects. Of the six 12ml screw-top bottles, four are metallic tones, being used on the weapons and shield with just two providing the arguably expected mix of earth/brown hues for the clothing. The colours are: 1025 Natural Steel, 1026 Oily Steel, 1058 Tan Earth, 1053 Leather Brown, 1017 Gold and 1019 Rusty Brass. Painting guidance for the firm's Viking figure is on the rear of the box, but the basic use of tones will be useful for any subject from that time period.

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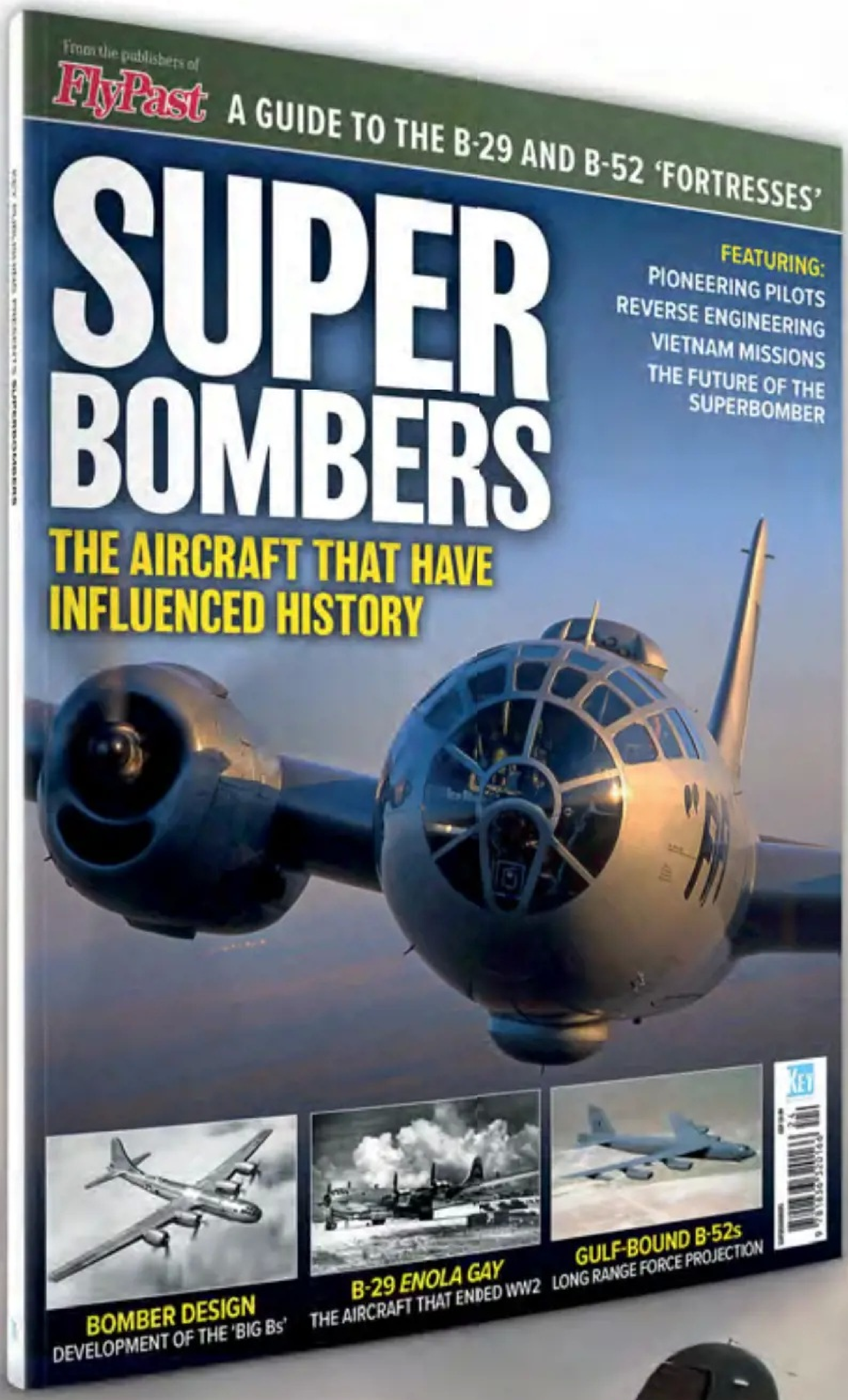
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2025 EVENTS

As it's the first issue of the year, we thought we'd give you a heads-up on UK-based shows planned for 2025 – those marked with an * are yet to be confirmed at the time this edition went to press. Full details will be published in forthcoming Show Guides

January

19	IPMS Bolton Model Show
26	South Wales MAFVA Model Show

February

8-9	Southwest Model Show (The Tank Museum)
15	Morecambe Model Show
16	Shuttleworth Scale Model Exhibition
23	Universal Model Show (South Cheshire MMC)

March

1	Aldingbourne Modelex
2	Peterborough Scale Model Show
9	Leeds Model Show

April

6	East Midlands Show (Hinckley IPMS)
6	Yeovil Model Show
12	Sword & Lance (Darlington MMS)
12	Poole Vikings Scale Model Exhibition
26-27	Model World LIVE
26-27	Scottish National Scale Model Show
*	Welling Model Show

May

4	IPMS Gloucester Model Show
31	IPMS Salisbury Scale Model Show
31	Tangmere Scale Model Show
31	Plymouth Model Show (Plymouth MSS)
*	Southdowns Model Show

June

1	Northern Model Show (IPMS Tyneside)
7	Mildenhall Model Fair
14	East Anglia Model Show (IPMS Ipswich)
14	Fife Scale Model Show
14	Figure World North
15	MAFVA Nationals
22	Coventry & Warwickshire IPMS Show
22	West Anglia Scale Model Show (West Norfolk IPMS)
*	Barry War Museum Model Show
*	Shepway Scale Model Show
*	North Somerset Scale Model Show

July

5	Scale Model South Show (Hailsham & District)
6	Romsey Scale Model Show
19	East Kent Scale Modellers Show
26	Dundee Model Show
27	BDAC Model Show
*	Essex Modellers' Show (Chelmsford, Hornchurch and Southend IPMS)
*	Faversham Military Modelling Group Show
*	East Kent Show
*	Saltash Model Show

August

3	IPMS Avon Scale Model Show
17	North Devon Model Show
20	West Cornwall Model Show
31	Stoke-on-Trent Model Club Model Show
*	Aberdeen Scale Model Show

September

6	IPMS Farnborough ModelFest
7	IPMS Chiltern Show
13-14	Southwest Model Show (The Tank Museum)
14	IPMS Keighley 'Edition V'
21	Wings & Things (Fenland & Spalding)
28	St Ives Model Show (IPMS Brampton)
*	Medway Model Show
*	Scale Scotland

October

4	Abingdon IPMS Model Show
*	Highland Scale Model Show
*	REME Museum Model Show
*	Lincoln Scale Model Show
*	Letchworth Scale Model Show
*	Yeovil Model Show

November

8-9	Scale ModelWorld 2025
*	Army Flying Museum Show

December

*	Midland Air Museum Christmas Model Fair
*	Bugle Call (Bristol BMSS)
*	London Plastic Modelling Show

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(UK)

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Email: *membership@ipmsuk.org* or visit *ipmsuk.org/membership/* to join online

IPMS*(UK)*

SHOW GUIDE

At-a-glance model show calendar

KEY

👁 Model Display
🏅 Model Competition
🏷 Trade Stands
✈ Aircraft Display
🪖 Military Display
🚗 Automotive Display
☕ Refreshments
🅿 Free Parking
🖌 Make 'N' Paint

IPMS Bolton Scale Model Show 2025

Date: January 19, 2025
Hosts: IPMS Bolton
Address: Premiere Suite,
TS Community Stadium,
de Havilland Way,
Bolton BL6 6JW
Times: 10am-4pm
Prices: Adults £6, concessions (OAP/U16) £4
Email: N/A
Web: Bolton IPMS (Facebook)

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December 2024

1 Midland Air Museum 2024 Winter Show

Hosts: Midland Air Museum
Address: Midland Air Museum, Coventry Airport, Baginton, Warwickshire
CV3 4FR
Times: 10am-4pm
Prices: Adults £8.95, children £4.25, under 5s Free, OAPs £8.25
Email: enquiries@midlandairmuseum.co.uk
Web: www.midlandairmuseum.co.uk

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15 Belgian Scale Modellers Convention

Hosts: Belgian Scale Modellers Convention
Address: Klein Boom, Mechelbaan 604, 2580 Putte, Belgium
Times: 10am-5pm
Prices: Free
Web: www.bsmc.be

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January 2025

26 South Wales MAFVA Annual Show

Hosts: South Wales MAFVA
Address: Y Pant School, Cowbridge Road, Pontyclun, Cardiff
CF72 8YQ
Prices: Adults £5, accompanied children and MAFVA members free
Times: 10am-4pm
Email: mafva.sw.modelshow@gmail.com
Web: www.mafva.org

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February

8-9 South West Model Show: Spring 2025

Hosts: The Tank Museum
Address: The Tank Museum, Bovington, Dorset
BH20 6JG
Times: Sat 10am-5pm,
Sun 10am-5pm
Prices: Adults £19, children £10.50, under 5s free
Email: info@tankmuseum.org
Web: www.tankmuseum.org

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15 Morecambe Model Exhibition

Hosts: Morecambe Bay Model Club
Address: Morecambe Library, Central Drive, Morecambe, Lancs.
LA4 5DL
Times: 9am-4pm
Prices: Free
Email: morecambebaymodelgroup@gmail.com
Web: morecambebaymodelgroup.org.uk

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16 Shuttleworth Scale Model Exhibition 2025

Hosts: Shuttleworth Collection
Address: The Shuttleworth Collection, Old Warden Aerodrome, Hill Lane, Biggleswade, Beds. SG18 9DX
Times: 10am-4pm
Prices: Adults £12, children free (includes Collection access)
Email: publicevents@shuttleworth.org
Web: www.shuttleworth.org

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23 South Cheshire Universal Model Show

Hosts: South Cheshire Military Modelling Club
Address: Malbank 6th Form College, Welsh Row, Nantwich, Cheshire
CW5 5HD
Times: 10am-5pm
Prices: Adults £4, OAPs £3, children £2
Web: South Cheshire Military Modelling Club (Facebook)

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March

1 Aldingbourne Modelex 2025

Hosts: Aldingbourne Modellers IPMS
Address: Aldingbourne Community Sports Centre, Oliver's Meadow, Westergate, Chichester, West Sussex
PO20 3YA
Times: 10am-4pm
Email: aldingbournemodellers@gmail.com
Web: Aldingbourne Modellers (Facebook)

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2 Peterborough Scale Model Club Show

Hosts: Peterborough Scale Model Club
Address: Welland Academy, Green Lane, Stamford, Lincolnshire PE9 1HE
Times: 10am-4pm
Prices: Adults £5, under 16s free
Email: PSMC-show-secretary@outlook.com
Web: Peterborough Scale Model Club (Facebook)

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9 The Leeds Model Show

Hosts: IPMS Wakefield and White Rose MMC
Address: New Dock Hall,
Royal Armouries,
Armouries Drive, Leeds,
West Yorkshire
LS10 1LT
Times: 10am-4.30pm
Prices: TBC
Email: gamilnes@btinternet.com
Web: N/A

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April

6 East Midlands Model Show

Hosts: East Midlands Model Club
Address: Leisure Centre, Argents Mead, Hinkley, Leicestershire
LE10 1BZ
Times: 10am-4pm
Prices: Adults £5, children and concessions £3 (cash only)
Email: eastmidsmodelshow@hotmail.com
Web: www.eastmidsmodelclub.co.uk

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6 Yeovil Model Show

Hosts: Ken Bugler
Address: Westfield Academy, Stiby Road, Yeovil
BA21 3EP
Times: 10am-4pm
Prices: Adults £6, accompanied under 16s £3, under 5s free (cash only)
Email: yeovilmodelshow@gmail.com
Web: Yeovil Model Show (Facebook)

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Please note, all events are subject to change and cancellation. These listings are collated from various sources and are believed to be correct at the time of going to press – check with organisers prior to attendance. If you're planning a model show, please email details in the format shown to: **stuart.fone@keypublishing.com** Further information is available at: **www.KeyModelWorld.com**

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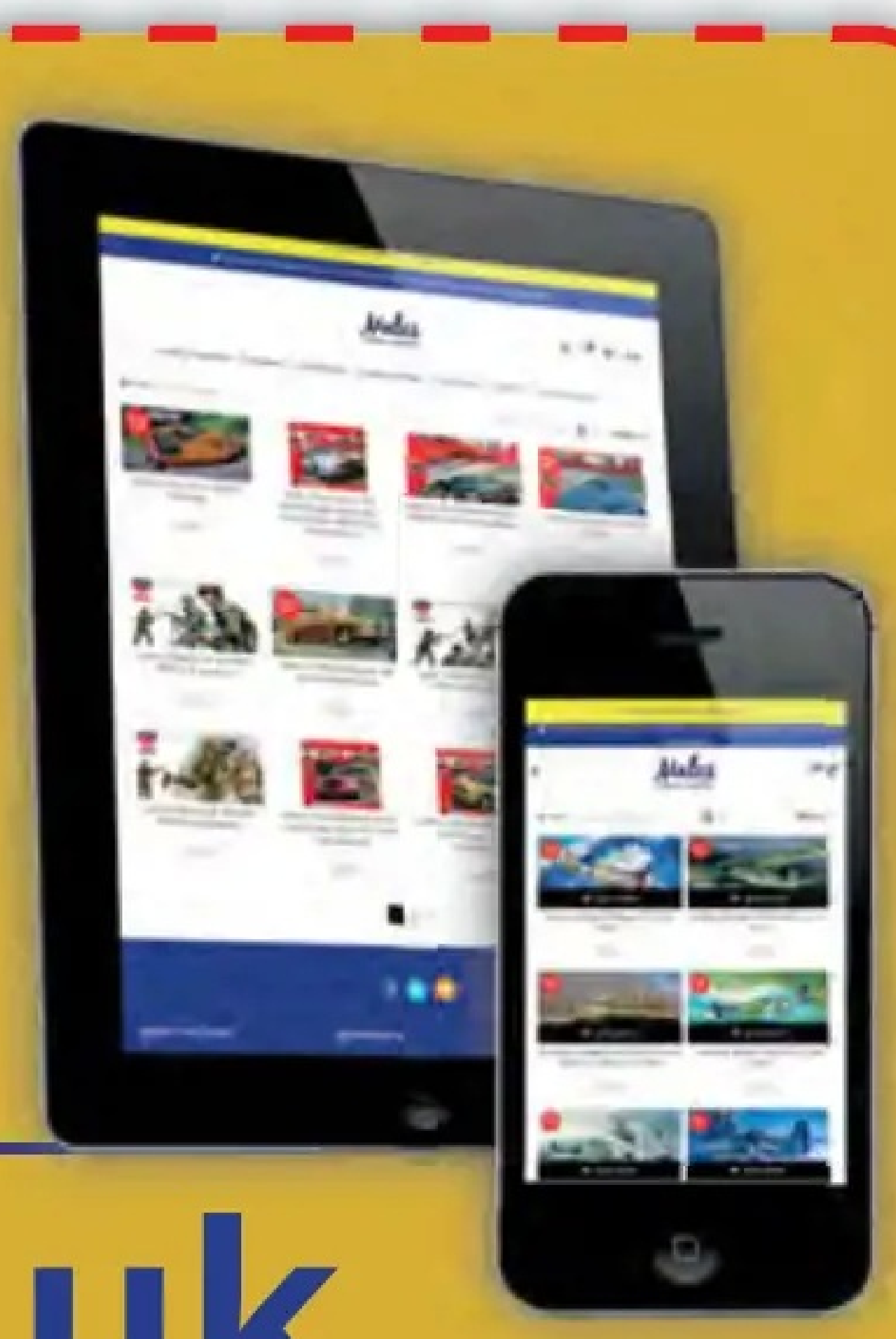

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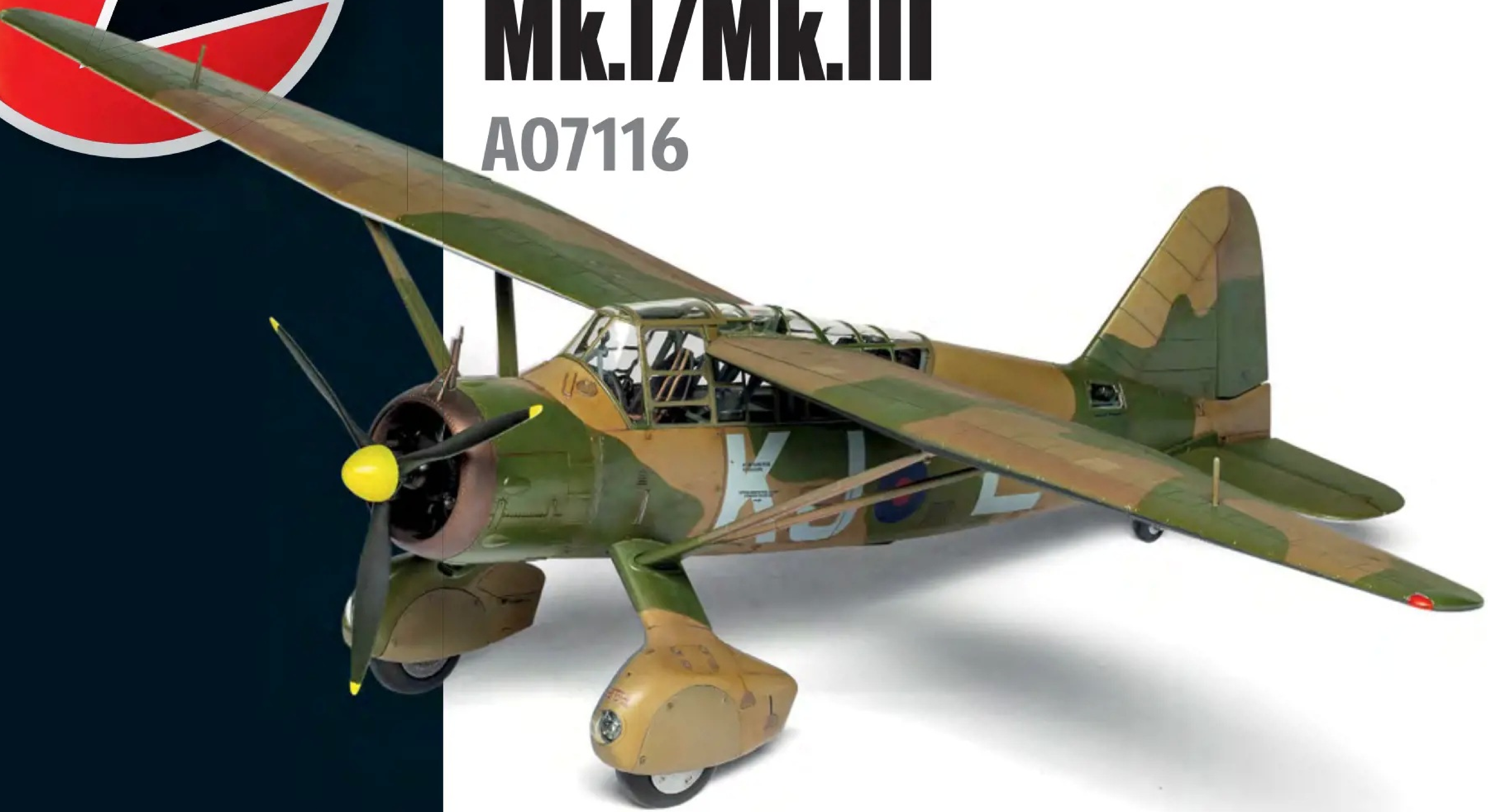

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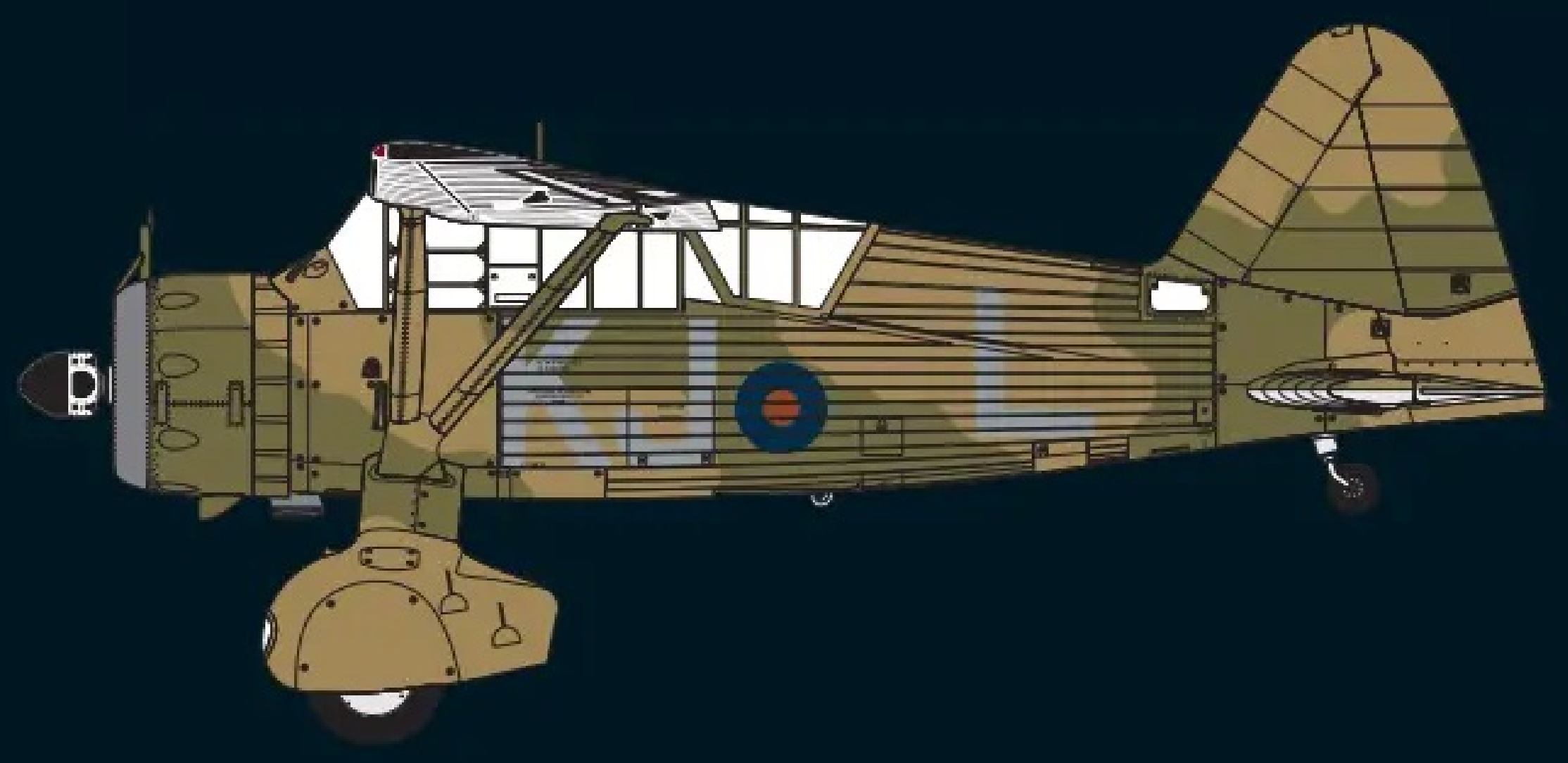
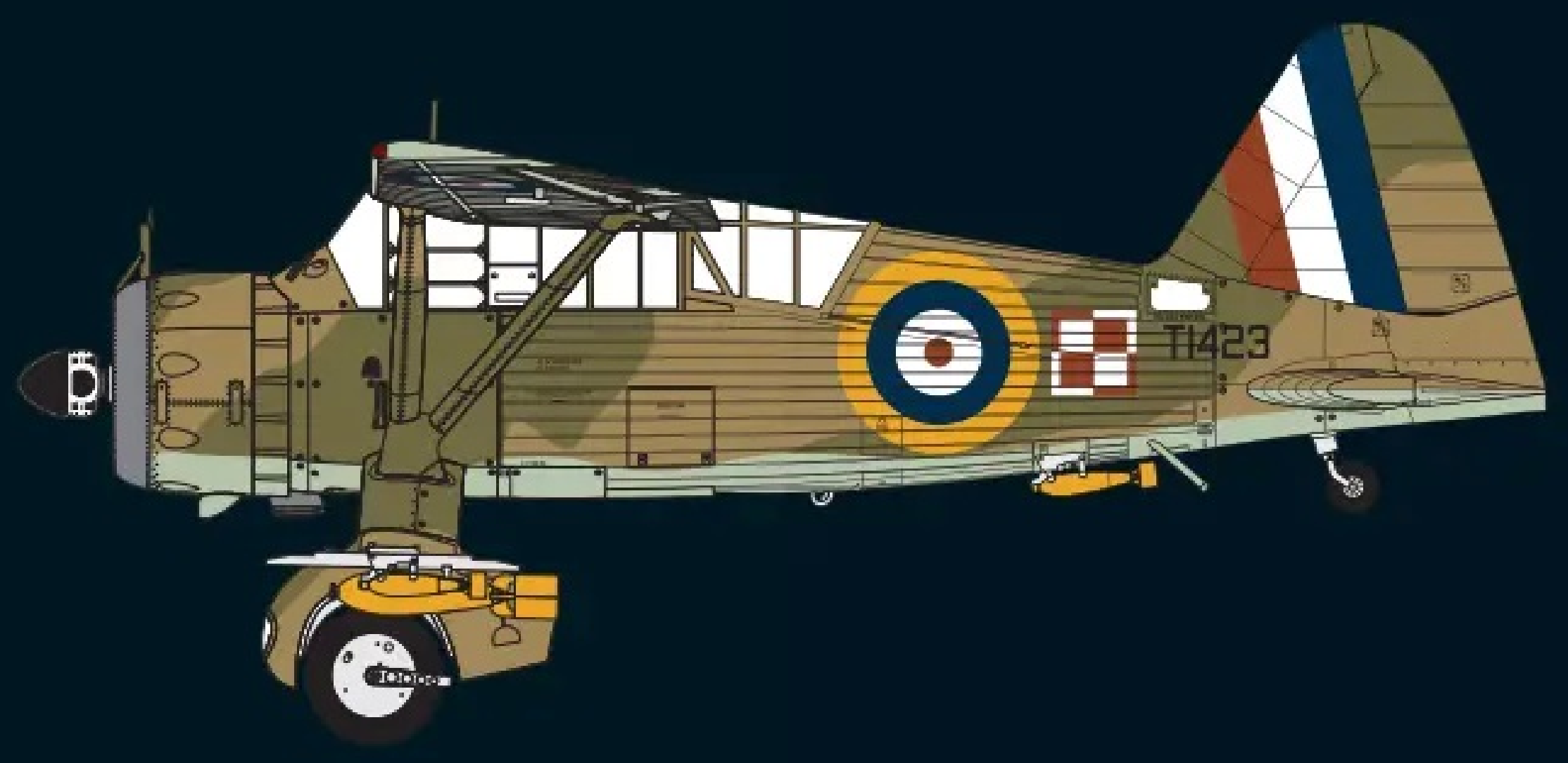
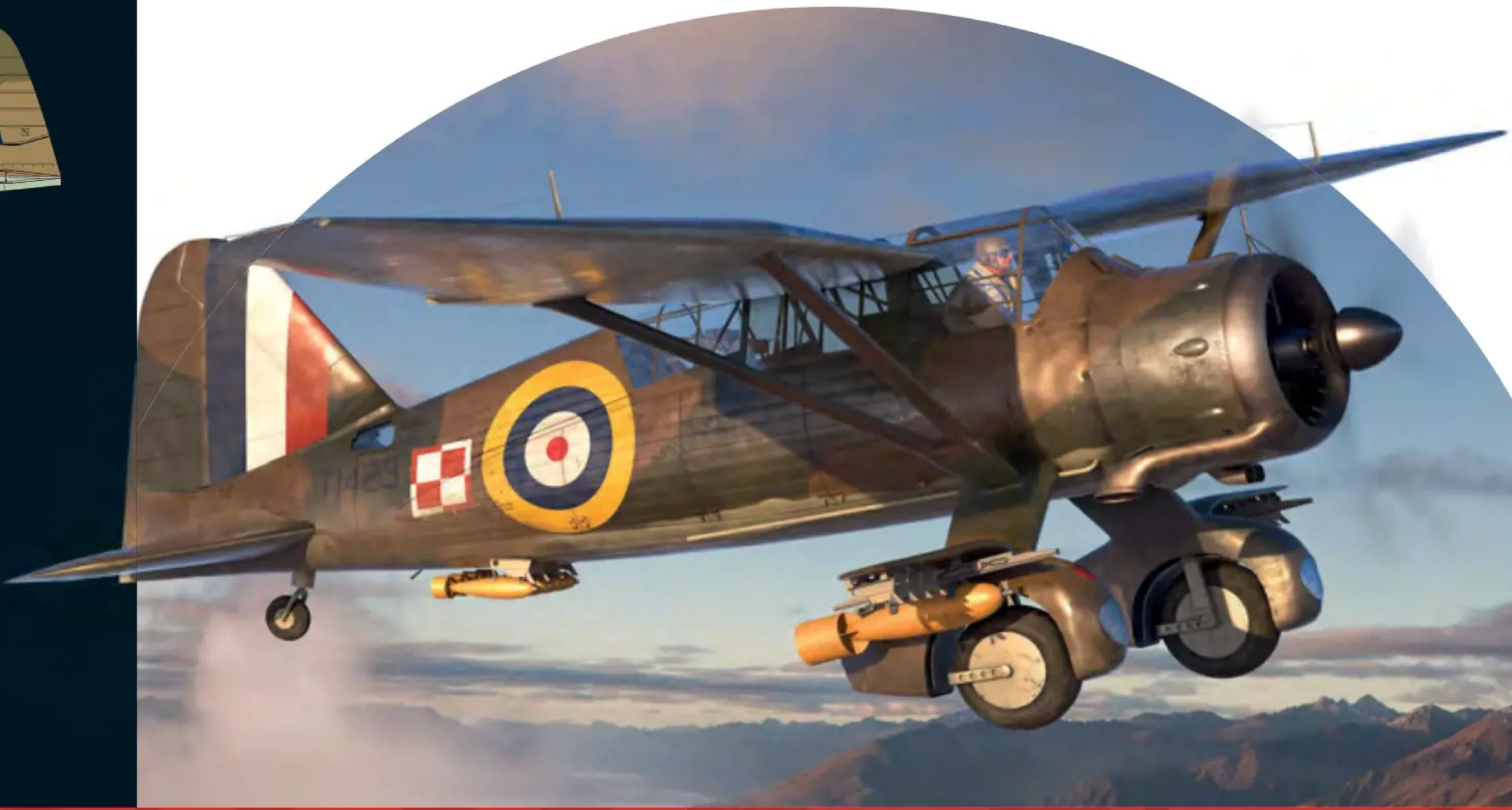


WESTLAND LYSANDER MK.I
No.16 Squadron, Royal Air Force Old Sarum, Salisbury, Whiltshire, England, 1938-39.



WESTLAND LYSANDER Mk.III
No.309 Polish Fighter-Reconnaissance Squadron, Royal Air Force Renfrew, Glasgow, Scotland, 1940.



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